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NOTE.—All Steamboat Company's Steamers are fitted with Wireless.

DIARY OF LOCAL EVENTS.

Today
(September 26.)

Mid-Autumn Holiday (Chung-ching-t'ien).

Bank and Customs Holiday.

King of Denmark born, 1870.

Feast of Tabernacles.

Victoria Recreation Club, night (etc.).

Football.—First Division: Police v. Navy, Recreation v. Argyle and Sutherland Highlanders, Chinese Athletic v. St. Joseph's, Club v. S. China, Kowloon v. Eastern, Second Division: Ewo v. University, Navy v. Kowloon, Club v. Argyle and Sutherland Highlanders, South China v. S.W. Borders, Twelfth Heavy Battery v. Chinese Athletic, R.A.O.C. v. Tsung Tain, Third Division: S.W. Borders v. South China, Radio Sports v. Chinese Athletic, Recreation v. Royal Engineers.

Lawn Bowls.—Aikhead Shield, Kowloon v. Hong Kong (Craigengower C.C. ground), 3 p.m.

Racing.—Eighth Extra Meeting (Happy Valley), 1.30 p.m.

Queen's Theatre: "It's A Wise Child."

World Theatre: "When A Daughter Seeks Revenge" (Chinese film).

Star Theatre: "The Bishop Murder Case."

King's Theatre: "Bed and Breakfast."

Central Theatre: "Cock O' The Walk."

Open Air Concert at Indian Recreation Club, Sockunpoo, 9 p.m.

Dinner Dances at Peninsula Hotel and Repulse Bay Hotel.

European Mail.—Outward: Europe, via Suva (Kalyan)—10.30 a.m.

Tides.—High at 3.55 and 10.03; Low at 2.30 and 3.18.

Sunday
(September 27.)

Seventh Sunday After Trinity.

Feast of Tabernacles.

Queen's Theatre: "The Devil To Pay."

King's Theatre: "Forbidden Adventure."

Central Theatre: "Dracula."

Tea Dances at Lane, Crawford's Restaurant.

Tides.—High at 9.31 and 10.21; Low at 3.09 and 3.40.

Monday
(September 28.)

P.W.D. Auction Sale of Crown Land, 3 p.m.

Queen's Theatre: "The Devil To Pay."

King's Theatre: "Forbidden Adventure."

Central Theatre: "Dracula."

Dinner Dances at Hong Kong and Peninsula Hotels.

Tides.—High at 10.08 and 10.40; Low at 3.44 and 4.00.

WHAT THE NAVY NEEDS.

SMALLER SHIPS—CONVOY CRUISERS—REDUCED SPEED.

ARE THE LESSONS OF THE GREAT WAR TO BE IGNORED?

Admiral Sir Reginald Custance, in the issue of *The Nineteenth Century*, which has just been published, has contributed an article on Naval Policy, which deserves the widest spread of attention. It is likely to receive, writes Captain Bernard Acworth, R.N. (retired), without digressing into any of that technical detail which might tend to make his statement of principle obscure or controversial, he expounds with the lucidity of which he is a master the doctrine of sea-power bequeathed to us after twenty years of war experience in the struggle with Napoleon.

This doctrine, rendered sound in all particulars, he argues, by long and hard experience, became obscured in the Nineteenth Century of peace at sea, resulting in certain errors of principle which became magnified in 1904, and which met their unhappy consequences in the late war.

The Security of Trade.

Though Admiral Custance devotes some portion of his space to emphasising the urgency of provoking, and when joined of ensuring, decisive action between the battle fleets, the main burden of his argument is concerned with the security of trade, and the only means by which such security can be achieved. Let me say, by the use of other words, take the edge off his meaning, I had best quote a few of his more pregnant sentences on a subject so vital to the country.

"During the long peace after the young 1815," he writes, "touch with realities was lost. Long accustomed to complete security at sea, men forgot its fundamental importance and spoke wrongly of 'command of the sea' and 'control of communications,' as ends in themselves, not realising that they are only vague phrases which do not assure the attainment of security. Both terms are misleading. 'Command of the sea,' because it is never complete, needs explaining and qualifying, and is provocative to other nations; 'control of communications,' because attention is diverted from the real political object, the security of the shipping on the trade routes to the trade routes themselves. In consequence, thought was deflected from escorts for convoys to the patrol of the trade routes and to the search for raiders on the wide ocean."

Referring to the laydown of the Powerful and Terrible in 1904 in reply to the Russian Rurik, against the advice of the First Sea Lord, who was overborne by the Controller and the Director of Naval Construction, he attributes to this far-reaching decision the very large cruiser policy, at the expense of number, which culminated in battle-cruisers only.

Is the Convoy Principle Understood?

"This policy," he writes, "was based on the idea of pursuing and destroying individual enemy ships on the high seas, the difficulty of finding them not being recognised. It may be spoken of as the search system. Ultimately it undermined belief in the convoy system, upon which the security of our trade at sea had rested for generations."

After expounding the principles of convoy in some detail, and after allowing full weight to all factors which delayed its introduction in the war, Admiral Custance asks a pertinent question which closely affects the Navy of to-day and to-morrow.

"Does the reader think," he asks, "that the convoy principle was really understood after the war had ended? It cannot," he continues, "have been recognised at the Washington Conference in 1921, seeing that 10,000-ton cruisers were recommended to be built. These must have rested on the search system, since their high speed made them unsuitable for the convoy service. Nor was any reference made to the convoy system in the official case presented at the Geneva Conference, as reported in the *Times* of July 15, 1927."

(Continued on Page 2)

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ENGINEERING AND BUILDING

APPLICATIONS OF COMPRESSED AIR FOR PUMPING.

SAVING ENERGY BY ABSENCE OF FRICTION LOSSES.

THE AIR LIFT AND THE DISPLACEMENT PUMP.

Of the several principles and numerous appliances used in the pumping of water and other liquids those involving the use of compressed air have claim to attention by reason of a number of inherent advantages. There are examples of pumping in which the use of the more usual types of turbine and reciprocating pumps are inadmissible, and where the application of power through the medium of compressed air performs the required service not only adequately but also very efficiently. In fact, as a medium for power transmission the applications of air in a compressed form are increasing.

In somewhat the same manner steam may be, and is, applied, but its use occasions undue thermal losses, especially in cases in which it comes into contact with the cold liquids which are being raised. There are, in addition, the usual losses attached to the transport of the steam from the point of production to that of application. The use of compressed air suffers no such handicap, and it is not surprising that its use should be increasing. Naturally, large use is made of steam by the isolation of the steam unit from the material to be pumped, this usually being effected through the application of the steam-driven pump.

One of the greatest advantages attaching to the use of compressed air, however, is the total absence of moving parts and the absence, therefore, of the friction usually attaching to the rubbing surfaces. This is a saving of energy which is by no means inconsiderable.

To this must also be added the advantage that air is a perfectly inert material in contact with the usual types of liquids requiring pumping, and the absence of rubbing surfaces considerably simplifies the problem of handling liquids of a viscous and also those of a corrosive character, as such liquids, including especially the acids, can be dealt with in vessels constructed of practically non-corroding materials, in which there is no rubbing action.

Method of Application.

There are several methods of applying the power of compressed air for pumping purposes. These differ considerably in their principles. In one type of appliance the compressed air functions as the perfectly harmless elastic piston in addition to storing the energy which is directly applied to the surface of the liquid to be transferred from one point to another. This type is usually known as the displacement pump, and finds large and efficient application in the pumping of acids and other liquids of an unusual type. In the second type of application the compressed air is kept separate from the liquid being pumped by the interposition of a mechanical appliance which takes the form of a piston pump operated by the compressed air in place of steam. This type of application is applicable in cases in which it is not possible to lead the air right up to the point where the pumping is to be effected.

The principle is applied in the case of steam, but with a number of disadvantages attendant upon the type of appliance rather than the nature of the medium. In the case of steam the pressure must be maintained during the whole length of the stroke, and the advantages of expansive working are

then realised by the use of two or more cylinders successively using the steam at reduced pressures. The method is equally applicable in the case of compressed air, there being a marked increase in efficiency by the use of the air from the high pressure cylinder in a second cylinder of increased volume and utilising the air as it emerges from the high pressure cylinder. This is an application which has been largely used.

The third principle applying compressed air is that of the air lift, which now finds extensive application, as it meets a number of conditions which cannot possibly be catered for by other types of pumps. To the attraction of simplicity there is to be added an efficiency in operation with relatively simple construction which has paved the way for its use, not only in many examples in which the ordinary types of pumps would be quite inadmissible, but also for dealing with relatively simple materials like water, which is disposed in ways not readily accessible to the more usual types of pumps.

The Air Lift.

The principle of the air lift is generally well known. A pipe is immersed into a depth of the liquid, and into it is passed air under pressure. The large bubbles thus formed interpose short columns of liquid, the combined weight of the mixed column being much less than that of a similar column of liquid alone. The fluid mixture in the pipe thus rises to a height commensurate with the degree of air entrapped, and both liquid and air are discharged from the top of the pipe designed of suitable length.

While generally it might be thought that the system would be amenable to fairly simple design from the known properties of these hydrostatic columns, experience goes to show that this is not readily realised, and that the practical experience of the problem carries considerable weight in the design of a new installation.

The system is by no means new. There is evidence of its use towards the close of the eighteenth century, while in the middle of the last century it was applied at least on the small scale to the raising of the newly discovered petroleum in America. It was, however, as the result of the investigations of Dr. Pabst in 1880 that the system derived the impetus which led to its present extensive use.

The system has the advantage that it is applicable to waters carrying considerable quantities of sand and also to corrosive liquids. Moreover, as the air bubbles rise they further expand with reduced pressure, ultimately discharging at atmospheric pressure. In the elevation of hot liquids this expansion is still more marked. The intimate contact of the air and liquid may in some cases constitute a disadvantage, while in others it may be regarded as a distinct asset to the operation. The limitations imposed upon the process are the facts that the air lift cannot empty a tank there must be a considerable depth of immersion, nor can the water be elevated by discharged into a length of pipe. Its extensive use is, however, some indication of its applicability.

In some cases, moreover, it may be possible to effect the raising of water from the lowest depths by means of the air lift, continuing the process of elevation by means

of ordinary reciprocating or rotary pumps. Examples of this system are in operation, in which bore, from which water originally raised from a moderate depth by reciprocating pumps, ceased to function, had to be taken down to an increased depth, this latter section being dealt with by means of compressed air.

Displacement Pumps.

The displacement pump system, to which brief reference has already been made, merits some attention. The principle can readily be visualised. Two tanks are either submerged in the liquid to be raised, as, for example, in the case of water, or placed in such a position that they may be filled from the low level tank by gravitation. Into one of them suitably compressed air is admitted, discharging and elevating the water content. At the end of this stroke the air is automatically cut off and similarly applied to the second tank, while the air from the first tank is discharged to waste admitting a further supply of water from the low level supply. These operations are repeated. They involve the use of no more moving parts than the valves, the whole of which are automatically controlled.

A simple computation serves to indicate the maximum height to which the liquid can be raised, with due allowance for the losses of pressure and that due to friction. With air at 80 lb this maximum height is of the order of 180 feet. At the end of the stroke it is obvious that the contained air is still under a pressure of the column of water elevated. The discharge of this air to atmosphere would be wasteful. By the return system it can be more efficiently utilised. Alternatively the air, still compressed at the end of its first effort, can be used in a further tank raising the liquid through an added but smaller height, thereby increasing the total lift of the water.

The advantages of air over steam in mine work are at least threefold. First, there are not the thermal losses inherent in the transmission of steam. Secondly, there is no problem of the disposal of the exhaust air as with the case of steam; rather is there the advantage that this discharge may be made to play some important part in the efficient and very necessary ventilation of the mine.

Modern Types.

This principle has of late found increasing application in pumps of the non-immersion type, for

being discarded and methods using induction became—and remain—more popular. As no action had been taken in this country on the 1930 Committee's report—mainly because Sir John Pringle, the then Chief Inspecting Officer of Railways, said in each of his annual reports that the number of collisions did not warrant the Ministry of Transport calling upon the companies to incur the heavy financial expenditure necessary—it was decided in November, 1927, to reconsider the question "having regard to the developments that have taken place since that date." The second committee were not impressed by these "developments" and as shown above, advised the Great Western-ramp method.

As yet no company has made a move towards imitating the example of the Great Western. The financial situation probably accounts for that. The Great Western is using money advanced under the Government's "development scheme." The record of British railways for safety in travel is one of which they have reason to be proud. But occasionally that record is blemished by some accident that automatic train control would have prevented. The most horrible railway accident in this country—that at Chalfont in October, 1929—would not have happened had it been in use, nor the biggest wreckage of a passenger train—at Ashchurch—the following January. Coming to quite recent days there is Leighton Buzzard, on March 22. Whilst this is the main advantage of train control, there are others of a minor but important character. Drivers have the signals repeated in the cab in foggy weather, and so can run with greater confidence. In the case of the Great Western, the signals are also necessary; but, that the driver can see the signals from a sudden fog does not arise.

TRAIN CONTROL.

HOW THE AUTOMATIC SYSTEM WORKS.

The Great Western Railway Company has now equipped its main line between London and Plymouth, both by the old route through Bristol and the shorter route through Westbury with the automatic system of control. The idea of automatically pulling up a train in the event of its passing a signal at "danger" is very old, but, until continuous brakes became universal in the nineties, that could only be done by the forcible closing of the regulator, to that step there were reasonable objections. The provision of continuous brakes on trains changed the situation as automatic control applied the brakes. Locomotive engineers then protested that that would take the control of the train out of the hands of the driver. Thus automatic train control made no progress.

Concurrently there was a demand for mechanical fog-signalling. Most of the schemes were of what is known as the cab-signal type, i.e., indications in the cab of the locomotive. These, in turn, came to grief on more reasonable grounds. Practically all the ideas submitted failed to provide for an indication when the signal was at "clear"; that was knowledge that a driver wanted, not only that he might continue to run at speed, but because, according to the rules, the absence of a signal, where a signal should be given, had to be regarded as equivalent to a "danger" indication. Another weakness in nearly all the schemes submitted was that provision was not made that, in the event of a failure in the apparatus, the "danger" signal should be exhibited.

The Great Western System.

Some twenty-five years ago one of the engineers on the North-Eastern Railway, and some of the signalling and operating officers on the Great Western, both parties acting independently of each other, brought out what proved to be perfect cab-signals. It is the development of the Great Western system, to which automatic train control was subsequently added, that has now been put into operation between London and Plymouth, and which will be equipped over the greater part of the G.W.R. system by the end of this year. Moreover, a departmental committee who considered this question and reported to the Minister of Transport last November said:

We consider that the G.W.R. ramp system is, so far, the only fully developed method of providing the dual "warning" and "clear" effect at distant signals which can be recommended as meeting railway requirements in Great Britain. We are also satisfied, from more than twenty years' experience gained on the Great Western Railway, that this type of ramp contact control can be properly maintained, and is sufficiently reliable, even under snow or ice conditions, for general adoption.

In passing it may be observed that the term "warning" used above is now employed to designate the "on" indication of a distant signal. A distant signal repeats the indication given by the stop signals at the signal-box a driver is approaching, and he has not to pull up at it. It, therefore, is incorrect to speak of a distant being at "danger"; for a distant the two indications are "warning" and "clear."

The Great Western ramp system is exceedingly simple. At the distant signal there is, in the space between the two rails of the track to which the distant is applicable, a steel bar of inverted T shape, 4½ in. long. On the locomotive is a contact shoe so situated as to be in alignment with the ramp. The ramp is electrically connected to the lever in the signal-box that works the distant signal, and current flows to the ramp when the lever is pulled over, when the lever is normal, i.e., the signal in the "warning" position, the ramp is dead. Should the current fail the ramp is also dead. As the contact shoe reaches the ramp it is gradually raised, and, if the ramp is dead because the distant is at "warning," the brake valve is opened and a siren sounded. If, however, the ramp is electrically joined to the lever because the distant is at "clear," the current passes from the ramp through the contact shoe and restrains the brake valve from being opened. In that event a bell is rung. The shoe drops when it has passed off the ramp.

The Case for Automatic Control. Mention was made above of a departmental committee. That was the second body to investigate this question. The earlier one was appointed in October, 1920, and reported in April, 1922. It recommended the ramp system. In the United States the ramp method was

WHAT THE NAVY NEEDS.

(Continued from Page 1.)

"Search" System Impracticable. The arguments explaining our requirements in cruisers dwell on the great difficulty in stopping raiders on exit from, and returning to, their base ports; stressed the great length of the lines of communications and the wide areas over which our trade was scattered; showed the futility of attempting to patrol 80,000 miles of trade routes, to say nothing of the wide areas, with only one cruiser to 2,600 miles. In short, it confirmed the war experience that the search system is impracticable and can give no security to trade, but it made no mention of the convoy principle which can do so. Does it not seem possible that the entirely erroneous and unfortunate impression was left that security cannot be given to our sea-borne trade? Has not past experience shown that, given suitable ships, properly used, the Navy can give the security needed, if its action is supplemented by insurance to spread the losses?

Admiral Custance concludes his brilliant argument thus: "Upon what conception should our cruiser building policy rest? Can it be doubted that sooner or later the submarine will force the adoption of the convoy system in any future war as it did in the last one? As soon as convoys are started, will not escorts be required for them? The strength and composition of our cruiser force will, therefore, depend largely upon the demands of the convoy service. These demands will call for numbers and fighting power rather than for excessive speed."

Speed Relatively Unimportant.

But cruisers have many other duties to perform besides convoy work. They represent a compromise, and will be required in great variety. The solution of the complex problem can only be left to the instinct and judgment of officers of wide experience, whose aim will be to attain security for our varied interests by battle or the threat of battle at the smallest cost.

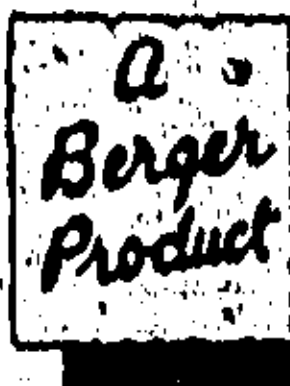
No apology is needed, unless perhaps to Admiral Custance, for thus reproducing a few of his paragraphs from an argument of such weight. His reputation as a Naval strategist extends far beyond the shores of his country, whereas my own is small, if not definitely non-existent. I think I shall be pardoned, therefore, for crouching in Admiral Custance's shadow as does an Arab in the shadow of a rock in a parched and weary land. Admiral Custance's argument, if it is valid, confirms the following outstanding characteristics as desirable in our future ships, and because these characteristics will form the subject of further discussion in the coming months no excuse is offered for summarising them thus:

Battleships should be smaller, our cruisers should be of more than one type and their numbers fixed mainly by the needs of a complete convoy system; speed is relatively unimportant and should be moderated in the interests of fighting characteristics.

Though Admiral Custance has not entered the fuel controversy, by his clear and forceful arguments against excessive speed in men-of-war, he is clearing the way, perhaps more than anyone, for early introduction of British control to British ships without the need of any further subsidy for oil extraction schemes. He has struck a blow for the freedom of oil supply from foreign influences of all kinds.

(Continued on previous column.)

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ARGENTINE MARKET FOR ELEVATORS.

The increasing importance in recent years of the building in Argentina has had a great influence on the sales of freight and passenger elevators. During the last four years the number of building permits issued annually in Buenos Aires has increased from 10,800 to 22,500 and the amount of capital involved has varied from 183,696,700 paper pesos to 358,473,000 paper pesos. In addition to the actual increase in expenditures on building construction the mounting value of land in the principal residential sections of Buenos Aires is influencing the height of buildings being erected and this creating a demand for elevators.

CANADA LARGEST PURCHASER.

Canada occupied the position of the most important buyer of American construction equipment during 1930, its purchases showing an increase over those of the previous three years. Canadian construction activities involve a wide range of projects necessary to the development of a growing country, and the need for modernized equipment such as excavators, power shovels, concrete mixers, dredgers, and road-making machinery has been constantly increasing during recent years. Of the above items, excavators and power shovels accounted for about half of the total during 1930.

FOUNDRY PLANT AT MONTREAL.

Messrs. Jenkins Brothers, Ltd., manufacturers of brass and iron valves and valve accessories, have put in hand the construction of the first portion of a new works at

Lachine, seven miles from Montreal. The site covers about 500,000 square feet, and the portion now being built comprises non-ferrous metal and iron foundries and a steam power plant. At a later date machine and pattern shops, laboratory and offices are to be added.

SOUTH AFRICAN STATE STEEL INDUSTRY.

Contracts for a considerable part of the works of the South African Iron and Steel Industry Corporation have been awarded, and call for delivery of equipment to the site in Pretoria during the early part of 1932. Leveling of the site is nearly completed, and satisfactory arrangements have been made for a water supply. Work will be commenced soon on the blast-furnace plant, coke ovens, and by-products equipment, and steel melting and rolling-mill plants. The cost of these items aggregates \$10,573,000. The estimated total expenditure on the project is \$23,328,000.

PUBLIC WORKS PROGRAMME FOR MONTREAL.

It is reported that \$37,975,000 was appropriated for public works in the city of Montreal during the year ended May 31, 1931. This amount is larger than for any previous year and more work was accomplished, due primarily to the low cost of construction and the desire to relieve unemployment.

BRITISH PRODUCTION OF PIG-IRON AND STEEL.

The number of blast-furnaces in operation in Britain at the end of July was 70, a net decrease of six, since the beginning of the month. The production of pig-iron during July amounted to 317,000 tons, compared with 323,800 tons in June, 493,100 tons in July, 1930, and 655,000 tons, the monthly average during 1931. The July output of steel ingots and castings totalled 423,700 tons, compared with 428,500 tons in June, 621,400 tons in July, 1930, and 638,000 tons, the 1931 monthly average. The above figures have been taken from the monthly memorandum which is issued by the National Federation of Iron and Steel Manufacturers, Caxton House, Tothill-street, London S.W.1.

UNIVERSAL TESTING MACHINE.

THE WORLD'S LARGEST FOR AUSTRALIA.

TO TEST MEMBERS OF THE SYDNEY HARBOUR BRIDGE.

The Sydney Bridge is of the single arch type and has a span of 1,650 feet; it is thus by far the largest arch bridge in the world. Dr. Bradford, the Chief Engineer of the New South Wales Government, in drawing up his specification of the bridge, made provision for the construction of a testing machine of such power and internal accommodation that large-sized models of the more important built-up members of the bridge could be tested by direct experiment. In doing this, the Engineer had in mind the elimination of all possibility of error due to any miscalculation in the preparation of the designs and an added assurance that the undertaking would be rendered free from mishap either during its erection or throughout its ultimate service.

The capacity of the testing machine was fixed at 1,250 tons and the contract for this important part of the whole undertaking was entrusted to W. and T. Avery, Ltd. The fact that the steel castings used in its construction were manufactured by Edgar Allen & Co., Ltd., of Sheffield is not without interest and significance.

Two Separate Systems.

As in all testing machines, there are two separate systems, one for

applying the load to the specimen and the other for recording the capacity of the load applied. In the machine under review the load is applied by a hydraulic cylinder at the right end of the machine, while the load indications are registered by the weighing system at the opposite end. As weighing machine experts will appreciate, the part which required the greatest amount of thought in scheming out the whole of the apparatus was the weighing system. To receive a load of 1,250 tons upon knife-edges was something which had not been done previously. Finally, four levers were arranged in parallel, each having a load knife-edge 60 inches in length, the only problem now presenting itself being that of securing even distribution of the total load over each lever. This was obtained by forcing each knife-edge into hard contact with its respective bearing and then adjusting the knife-edges and bearing at the outer extremities of the lever to suit.

Feature of Testing Apparatus.

The model members of the bridge correspond to important compression members of the bridge itself and are one-quarter full size. Very useful technical information was thus obtained. Then again, for the erection of the bridge a system of large steel wire ropes was employed and very exhaustive tension and modulus tests upon wire rope specimens 35 feet in length were also made in the machine.

The indication is that the future of testing apparatus will probably lie more in the direction of testing the complete unit of a structure, instead of testing only the material, which leaves to chance the possibility of error on the part of the constructor or designer.

APPLICATIONS OF COMPRESSED AIR FOR PUMPING.

(Continued from Page 2.)

dealing with the numerous corrosive liquids incident to many industries in which chemical products are used. These industries include dyeing, wool-washing, bleaching, ink and vinegar manufacture, electro-plating, paper and artificial silk manufacture, in addition to the manufacture of the ordinary run of acids and alkalis. The different materials to be handled are almost innumerable. Their necessary elevation can only be accomplished by the use of materials which are practically non-corrodible, and not as a rule amenable to the production of pumps involving the use of moving parts. Such materials comprise ammonium lead, glass, rubber-lined chemical earthenware, chemical lead, cast-iron, stonite and Staybrite steel.

The whole of these materials can be readily used in the simple style of construction involved. They do not require extensive inspection or maintenance. There are no frictional parts, and hence no occasion for lubrication. The compressed air discharges its function without churning up the liquid with the production of froth. Relatively small pressures are required, and air for this purpose can be taken from any available supply. In these later applications the principle which has already been applied to comparatively harmless water is applicable to the most corrosive liquids.

When handling liquids carrying a proportion of solid matter the relatively gentle motion of the liquid occasions little erosion of the cylinders and pipes in comparison with that attendant on pumping systems in which there is violent motion of the liquid. Where fatty materials are being handled the discharge pipe can be emptied, thus eliminating the difficulties of stoppages when the pump is out of use and when otherwise the fats might solidify. On this principle of the displacement of the liquid to be elevated by the application of an elastic piston of compressed air, Ljungström pumps of the non-immersion type have been installed for handling many types of liquid, including sewage, and the very varied chemical liquids of a corrosive nature incidental to chemical manufactures.

The application of compressed air for pumping purposes is thus of increasing importance, and the appliances now available are such that many difficulties hitherto attendant to a number of industries must be considerably reduced, if they do not entirely disappear.

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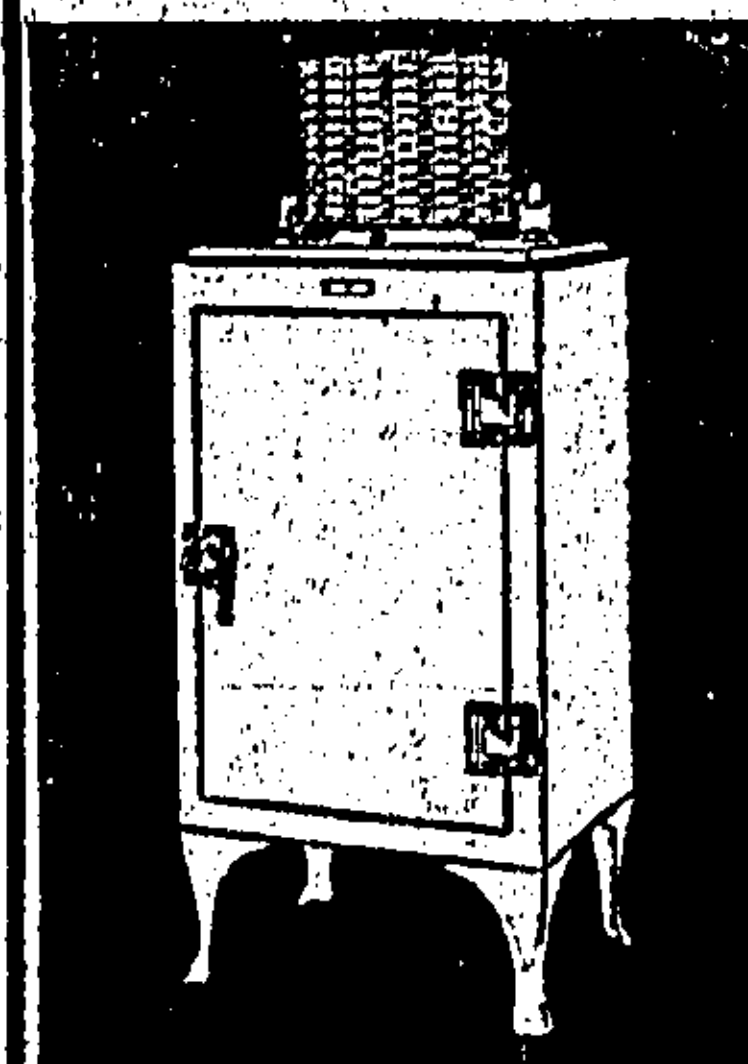
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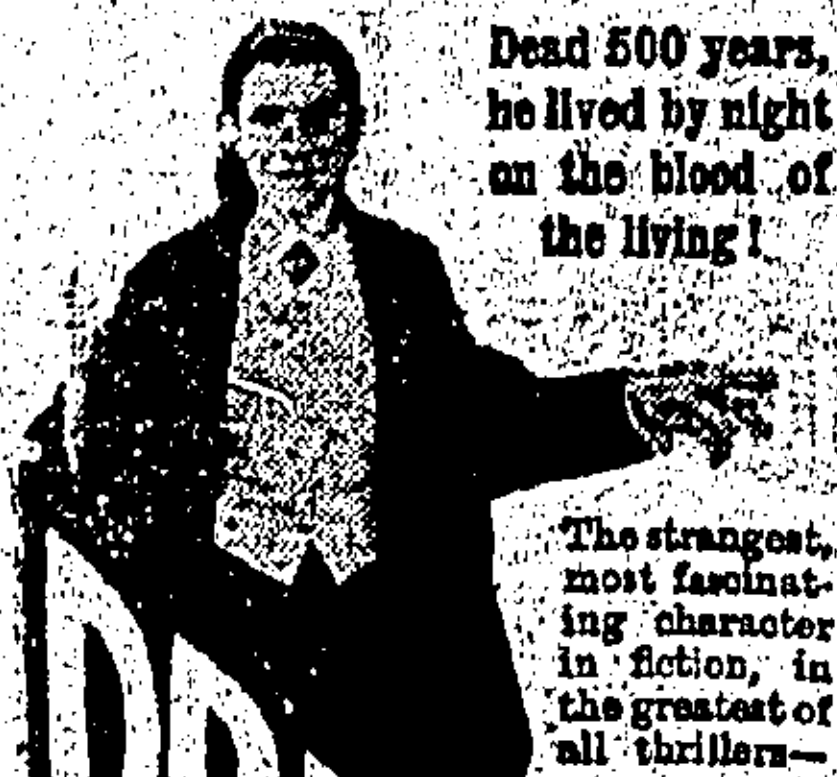
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Productionwith Bela Lugosi, David
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ClerrardPresented by Produced by
Carl Laemmle, Jr. Carl Laemmle, Jr.Based upon the play adapted by
Hamilton Deane and John L.
Balderton from Bram Stoker's novel
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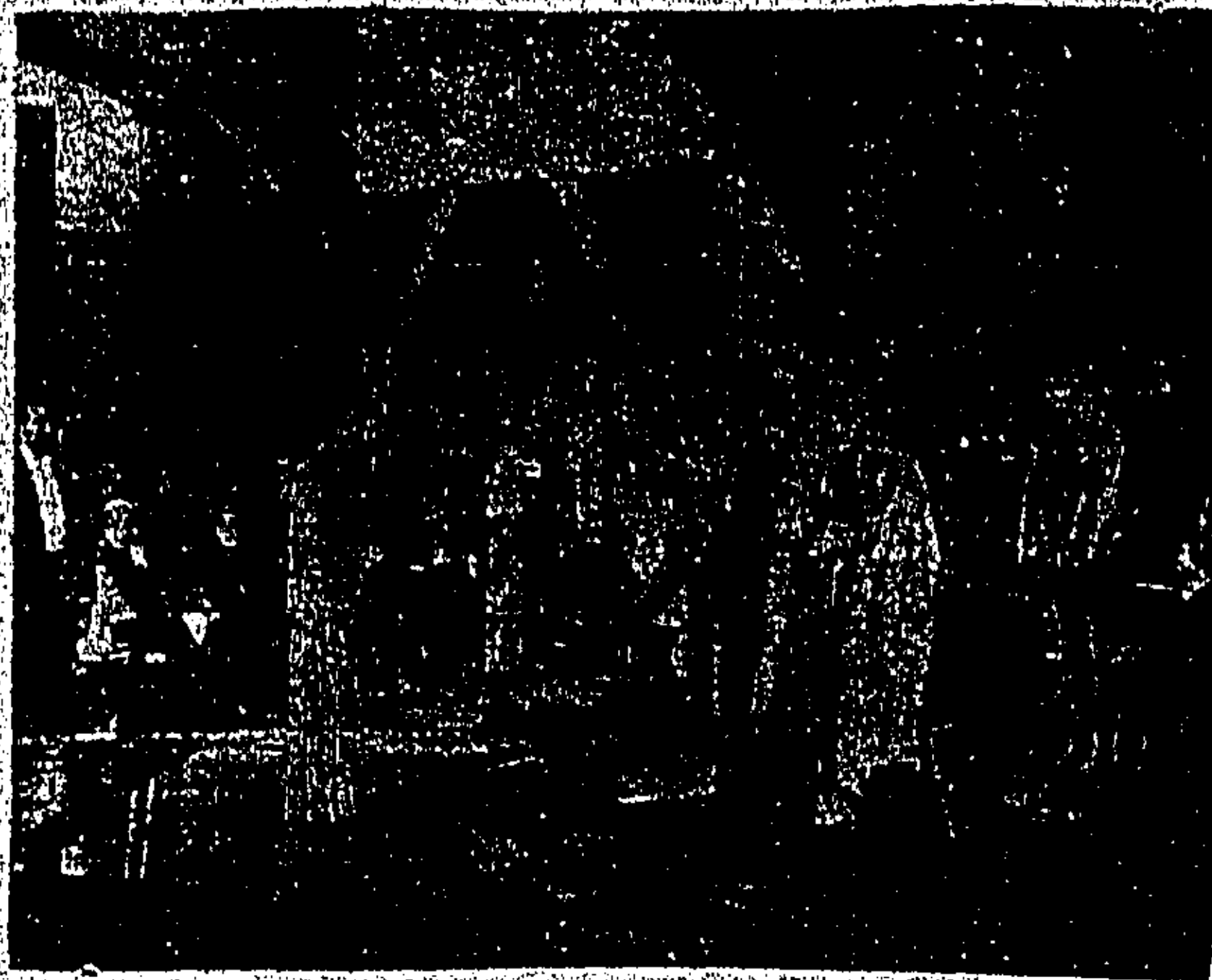
QUEEN'S THEATRE

"IT'S A WISE CHILD"

Finding nothing in the vicinity
of Los Angeles (even remotely as
bucolic as the *Pacific City Gazette*,
which plays a prominent part in
"It's a Wise Child," Marion
Davies' new starring vehicle, the
Metro-Goldwyn-Mayer studio had
to go into the country town news-
paper publishing business to pro-
vide papers for the picture.Several editions of the small
town paper were run on studio
presses with typography and make-
up matching the edited writing
style associated with such publica-
tions, few of which exist today.Robert Z. Leonard directed the
new Davies film, which is showing
at the Queen's Theatre. Sidney
Blackmer plays opposite the star.
Included in the cast are James
Glason, Polly Moran, Lester Vail,
Marie Prevost, Clara Blandick,
Robert McWade, Johnny Arthur,
Hilda Vaughn, Ben Alexander and
Emily Fitzroy.For information about the cele-
brated English author and play-
wright, who wrote the original
screen story and dialogue for
Donald Crisp's latest talking pic-
ture "The Devil To Pay," which
comes to the Queen's Theatre to-
morrow, one must consult "Who's
Who." An Englishman seems to re-
sist inquiries into what the right-
fully considers his private affairs,
and can conceive of no possible
public interest in his age, whom
he married, and when; what his
clubs are, or the nature of his fa-
vorite recreation.Even consenting to be listed in
"Who's Who" seems to be a con-
descending gesture. But the public
is interested, and the mentioned
book of names and personalities on
being consulted gives certain im-
portant details at least. From the
last volume we learn that Freder-
ick Lonsdale is English, born in
1881, is married and has two
daughters. He is listed as a dra-
matic author, and is credited
with nearly a score of "publi-
cations." For the works of dramatic
authors, the successful ones at
least, are nowadays published as
well as played.Frederick Lonsdale's devotion to
his profession and to the
London clubs, the Garrick, the
Lyceum, and the Green Room.
That he is not a recluse is shown
by his recreations which are given
as golf, tennis, and motor-
ing, in the order named.In the past decade the New York
stage has harbored a constant suc-
cession of smart comedy dramas
from his pen, their opening al-
ways being heralded as events, and
their future as hits seeming from
the record to be well assured. A
number of these have been played
on the road, so that Lonsdale's
name as a writer of sophisticated
plays in the modern manner has
spread widely on both sides of the
Atlantic. A few have been adapted
for the screen, but "The Devil
To Pay" is the author's first suc-
cessful writing directly for cinematic
production. His reticence seems to
be strictly personal, as he is said
to write the most brilliant talk, or
dialogue, of any living playwright.
Among his outstanding stage
successes are "The Last of Mrs.
Cheney," "Spring Cleaning," and
"Aren't We All?"An old and intimate friend of
Ronald Colman's since the latter
was a popular leading man in Lon-
don, Frederick Lonsdale has sup-
plied a vehicle for the best-loved
lover on the screen which, though
it differs greatly from his past
successes, provides the star with a
role that fits him like a glove, and
reveals further evidence of his
amazing versatility.

KING'S THEATRE

"BED AND BREAKFAST"

Here is a new and delightful
recipe for a local cinema goer.—
Take a newly-married woman
(Jane Baxter) and another girl's
babe (Richard Cooper), a dignified
and pompous vicar with his very
"proper" spouse, a bibulous Cock-
ney "bookie," and his blousy wife
and precocious son, a couple of
dyed-in-the-wool burglars and an
inhabited Scots taxi-driver. Mix
well together on a rainy night in
a modernistic art studio with two
bedrooms and add later an irate
husband and the other man's
tingles.Season the mixture with spicy
but delightfully funny dialogue,
sophisticated but tongue-in-cheek
humor, and dish up piping-hot
This is the dish called "Bed and
Breakfast," which will be served to
the King's Theatre audiences forKING'S THEATRE
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AT 2.30, 5.10, 7.15 & 9.30 P.M.

BED AND BREAKFAST

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A GAUMONT BRITISH TALKING PRODUCTIONthe last time to-day. It is a de-
lectable dish containing purely Eng-
lish ingredients with the exception
of a good dash of Scotch (Johnny
Walker), and congratulations are
due to that celebrated British Chef
—Gaumont—for giving us such an
intriguing and sparkling delicacy.Those of us who like good Eng-
lish food, well-seasoned and with a
suspicion of mustard and red pop-
per, should make a point of sam-
pling the excellent fare provided at
the King's Theatre.

"FORBIDDEN ADVENTURE"

Because of his charming English
accent and his regal features, youth-
ful Bruce Line was chosen by
Paramount to enact the role of
little Max, the boy king of
Slovakia, in "Forbidden Adven-
ture," the comedy chronicle of kids
and grown-ups in Hollywood, and
London which comes to the King's
Theatre to-morrow.The search for the proper lad to
enact this year in the screen ver-
sion of Sinclair Lewis' novel, was
an intense one, lasting more than
a month.Bruce, who is ten years old, was
born in Marlborough, Massachu-
setts, while his family was in the
United States on a visit. Except
for accompanying his parents to
America on a subsequent trip,
Bruce has lived mostly in Australia
where he went to school.Ambition to be an actor, was
aroused in him when Nancy Carroll
was on the same boat coming from
Honolulu recently. Miss Carroll
and Bruce became great friends
during the voyage.Bruce was attending the Holly-
wood Community school but now
will join Mitzi Green, Jackie
Searl, and other motion picture
children at the Paramount school.MASONIC PEACE
MEMORIALNEW BUILDING'S RAPID
PROGRESS.

OCCUPATION PLANS.

There has been rapid progress on
the building of the Masonic Peace
Memorial in Great Queen Street,
London, W.C.So far as the exterior is concern-
ed, little remains to be done of the
present contract. The street pav-
ings in Wild Street and Wild
Court are being renewed, and the
area wall in the former street is
now built. The old buildings be-
tween Wild Street and Drury Lane
are being demolished, and it is
hoped that by the end of the year
the new frontage between these two
streets will be built up, this com-
pleting this much-needed widening
scheme.Much trouble has been taken to
arrange for the occupation of a por-
tion of the building by the time
the Masonic season begins in the
autumn. The part to be occupied
is that on the Wild Court and Wild
Street fronts, with the entrance in
Wild Street. It is hoped to put
into commission six of the lodge-
rooms, with the necessary adjuncts,
and also to remove the adminis-
tration.This temporary occupation will
make possible the entire demolition
of the present Freemasons' Hall
except the existing temple, and so
expedite the completion of the
entire memorial. The contract for
the erection of the final section of
the new building was authorized by
Grand Lodge last March. If the
whole building is to be completed
before the opening ceremony of the
memorial, the latter could scarcely
take place until early in the summer
of 1932, when, it is hoped, the
Grand Master, the Duke of Con-
naught, may be able to see the aim
of his appeal fulfilled.

PRINCE'S THEATRE

SHOWING TO-DAY
At 2.30, 7.15 and 9.15 p.m.
Special Matinee at 5.15 on Saturday and Sunday

"SEA WOLF"

with Milton Sills, Jane Keith
& Raymond Hackett.A thrilling romance of the
High Seas.Lots to interest people
who love navigation.

Added Attraction:

Fox News.

Commencing SEPT. 27th
William Fox presents "BIG PARTY"

GUIMARAES CASE.

RELATIVES AS WITNESSES
FOR DEFENCE

BANK DEPOSIT EXPLAINED

Further evidence was called at
the Criminal Sessions yesterday in
the defence of Leo Arthur
Guimaraes, second accused in the
bank note case. Accused's sister
and mother were called as witnesses
and were closely questioned on the
second accused's explanation as to
how he came into possession of
£2,000 which was paid into the bank
on July 25, the day following the
alleged fraud on Wong Tappa, in
which the accused's elder brother
Guilherme Guimaraes, has already
admitted he was a principal.Mr. Leo D'Almada, jun., in-
structed by Messrs. Johnson,
Stokes & Master, is defending
Guimaraes, while Mr. Hin Shing
Lo, instructed by Mr. J. M. Hall,
is appearing for the first accused,
Kong Sze Yik.Loan of £2,000 by Sister.
Mrs. Isabella Maria Guimaraes
Remedios made the following state-
ment from the witness-box in an-
swer to Mr. D'Almada's questions:
"The second accused is my brother.
I did lend him £2,000 on July 22.
I remember the day because it was
his birthday. He had been pestering
me for a loan of £2,000 since
March. He wanted £1,000 to pay
off his debts, and the other £1,000
as a margin for speculation in
shares. I did not give him the
money at once as I wanted to make
certain that the share market was
good.""I had £1,000 which had been
left as a legacy to my eldest son.
I also had £700 on fixed deposit in
the Hong Kong and Shanghai
Bank, which I withdrew late in
March. I did not give him the
money then, and finally, as the
share market was good, I decided
to give him the money in July. He
assured me that he would make
enough profit to repay the loan in
full, and if there was any surplus
it was to be divided equally be-
tween us."Witness added that the remain-
ing £300 to make up the amount
to £2,000 was her own money, £200
of which she had received from a
money loan association, while £100
came out of her household savings.

Speculation in Shares.

In answer to Mr. Fitzroy, witness
said that the first £1,000 had been
kept in the house since last Novem-
ber. As regards the speculation in
shares, witness had heard for sever-
al months that other people were
making money on the Stock Ex-
change and her brother had also
told her that he could make money.
Answering his Lordship, witness
said that to her knowledge her
brother had not previously specu-
lated in shares. In consenting to
lend him £1,000 for speculation, she
trusted him and never thought of
his inexperience. The £1,000 which
was given to pay the debts was
understood to be the money belong-
ing to her son. This was to be re-
paid by second accused in monthly
instalments. If her brother did
not make good with his specula-
tions, this part of the loan was also
to be repaid in small instalments.

Accused Mother's Story.

Mrs. Guimaraes, accused's mother,
stated in her evidence that late on
the evening of July 25, some
visitors rang the house bell and she
heard some conversation with the
servants. When they were leaving
she looked out of the window and
saw a European and three Chinese.
They turned down Arbuthnot Road
in the direction of the police
station. Witness suspected that
they were members of the police
because the previous day there were
some Chinese in the house in com-
pany with her elder son, Guilherme
Guimaraes. Witness was worried
about her elder son's associations
with Chinese, and had told him so.
On July 18, a man named Bo came
to the house and spoke about cer-
tain transactions with her elder
son. The man was asked to go
away, but he refused, and eventually
the younger son had to be called
to put the man out.Describing further incidents on
the evening of July 25, witness said
that after the departure of the
visitors whom she suspected to be
police officers, she went over to
Kowloon immediately to find the
second accused to that he might go
in search of his elder brother and
inform him of the position. He
was not in his Portuguese Club
where she had expected to find him.
Witness then returned home and at
2.30 a.m. the second accused re-
turned home. When he was told
about the visitors, he appeared to
be annoyed.Present When Loan was Made.
Witness continued that on July
22, she was present in the house
when the previous witness gave
£2,000 to second accused as a loan.
This money was handed to witness
for safe keeping the same day, and
she returned it to him on July 23.
(Continued on previous column.)QUEEN'S
THEATREFINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20She was innocent, yet when
the gossip put her on the anvil
—you'll hear at the fastest
funniest film farce in a long
time!with
**Sidney BLACKMER
James GLEASON****Polly Moran
Lester Vail****Marie Prevost
A MARION DAVIES
PRODUCTION**Directed by
**ROBERT Z.
LEONARD**See Also
**THE FLIP THE FROG
CARTOON**

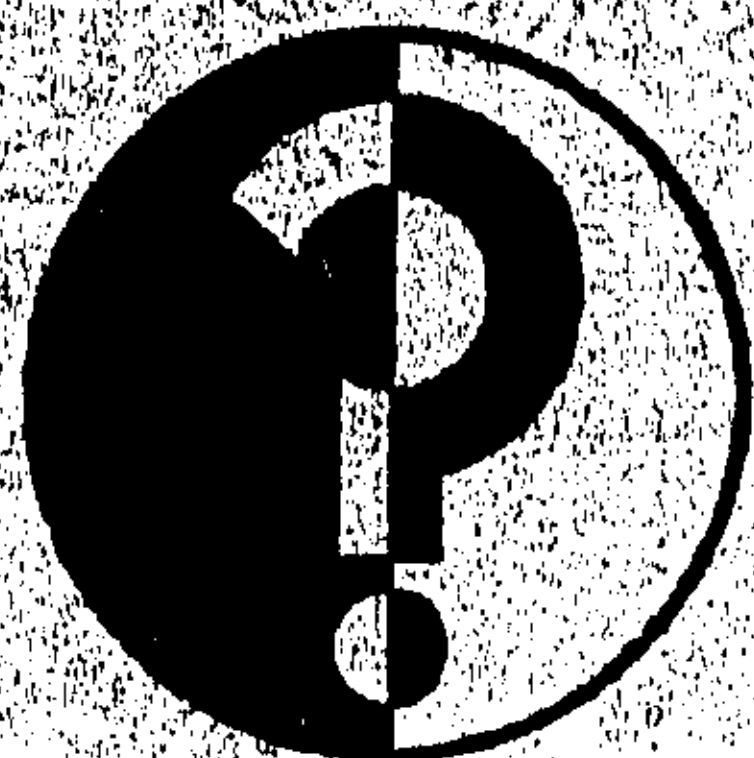
TO-MORROW

Sophisticated!
Modern!
Gay!**RONALD COLMAN****"THE DEVIL
TO PAY"**

A new departure in romance!

STAR

FINAL SHOWINGS TO-DAY
At 2.30, 5.20, 7.20 & 9.20**Wonder
Women**with
**LEWIS STONE
PEGGY WOOD
LEILA HYAMS**



Two sides of the question

There are two sides to the question of shoes—comfort and appearance. Many a man unnecessarily sacrifices the one to the other.

But in K "Plus" Fitting Shoes you "get it both ways." They are made with the foreparts one fitting wider than the heel parts (See diagram).

The result is a close non-slip fit at the heel and plenty of room across the toes. And as for appearance—well just ask us to show you K Shoes.

Mackintosh's

Announcement



ELIZABETH ARDEN

is sending her personal representative, Mrs. Ann Tripler, who has had years of experience in the ARDEN SALON, to visit our toilet preparations department on MONDAY, September 28th.

Do come in for a private consultation without charge, and receive her personal advice on correct care and treatment of the skin. The representative is not permitted to sell Preparations.

LANE, CRAWFORD, LTD.
First Floor.

"A PRESSING NEED."



Every one can't afford a valet but everyone can afford to have their suits, dresses and other garments looking like new by the use of the Steam Laundry's Valetaria Service.

True, the up-to-date equipment we use is costly—that's why some still cling to the old fashioned methods which merely mat down the fibres and deaden the fabric. But Valetaria pressing costs no more. You'll like the way your suits and dresses come back to you soft-dried. The Nap is raised, the lustrous look of the fabric is renewed.

THE STEAM LAUNDRY CO.

Sanitary Laundrymen, Dyers and Dry Cleaners

HEAD OFFICE & WORKS, Mongkok, Tel. 27023.
KOWLOON HOTEL DEPOT, Tel. 24008.
HONG KONG DEPOT, 20, Queen's Road Central, Tel. 21278.
PRINCE HOTEL DEPOT, Tel. 25071.
PENINSULA HOTEL (Visitors only).
HONG KONG HOTEL.

SPECIAL VALETARIA SERVICE

No. 2, Peninsula Hotel Arcade, Tel. 23081.
364, Nathan Road (Next to Majestic Theatre), Tel. 55906.
60, Queen's Road Central, Tel. 21272.

MR. PEPYS IN HONG KONG.

18th.—This day I remember to be the anniversary of the typhoon twenty-five years ago, which did strike the Colony so mighty sudden that there be no warning—or little. And many hundred drowned and sunk. And it do seem to me most marvellous that our knowledge do advance so that in these times we have full knowledge of the laws that govern these storms, so that but three weeks' gone Mr. T. Claxton unable to give ample warning the typhoon formed but a short distance away. To the Club for our Saturday discourse on the verandah where come Creed and Sir R. Harpenden, Mr. Povy, Mr. Ashby, the lawyer, and Pelling who is a mighty witty fellow, albeit his wit at times is not of a delicacy suited to the Company. Creed speaks of the offence given by Col. Lindbergh to Nanking, but as Mr. Ashby do say he hath been so pampered by his people, it is no wonder. Sir R. Harpenden, speaking of the Navy, tells us that he hath it on sure authority that the Navy will accept a fair diminution of pay cheerfully, both at home and here. Which I do verily believe, for the lower deck men have ever proved reasonable and herein set a mighty good example to the Labour party who will not abate one penny of their wages or doles. Sir R. Harpenden spoke also of the Tennis Team for Shanghai, but, Lord, without the three Rumjabs, Casanovans or Honda it do seem but a shadowy side. The ladies might be good, and I doubt not they will do well. But to fix the dates so that a British Colony's team do travel by an American boat do seem mighty strange to me.

20th, Lord's Day.—This day comes the gravest news from the North, of trouble between the Japanese and the Chinese, and all that be of a certainty is that the Japanese do occupy Mukden. But of the cause there be two versions. The Japs aver that the Chinese attack the railway and blow up a bridge with explosives, while the Chinese maintain that the Japanese did attack. And there I suppose it will remain, as I doubt we shall never find an agreed story. However, it may be, I do pray most heartily it may be settled, but in any case I see most clear it be no business of ours, save what the League of Nations may effect. Upon the Peak Team this day I see they do remove the white letters but, as ever, it prove easy to mar the landscape but less easy to mend it. The weather much cooler but I do expect of rain. This evening planting my sweet peas, and so tired to bed.

21st.—News from the North uncertain but it be mighty clear Japan has occupied many places in Manchuria. And what the end of it will be, God knows. The news that Britain do depart from the gold standard concerns us mightily but I think that few of the public rightly comprehend of the matter. The dollar rising and I doubt not it will do so more, though whether it stay I know not.

22nd.—I learn this day that a train from Harbin, which left on the Friday last, has been blown up, though what damage be done it is not said. And so comes the news ever, first one thing and then another but no continuity and no certainty. But I perceive that it would be better to send my letters by the ships that go by Suix. For to me it doth appear manifest that there must be delay or at least the greatest possible risk of it. At Nanking, there be parades of students with banners that bear the legend "Death before Surrender." But I doubt not they mean somebody else's death and not their own. It seems at home the Government do make a law which doth prohibit dealings in foreign exchange save for trade purposes or for getting the means for travel. And long have I advocated such laws both here and in Shanghai. For this morning at the Banks there be the most abominable crush of brokers, and in a grimmer part Chinese, who I am well assured are not dealing in the Exchange for trade purposes only. And in Ice House Street, more crush than ever.

23rd.—A most amazing rescue is reported to-day, if it be true, of the three fishermen who set out on the 13th to fly from Lisbon across the Atlantic Ocean. It would seem from the cables that they were picked up from the sea upon the 20th, that is to say a fortnight after their start or more, while they could but fly for two days. But it might be strange they could float in the ocean for six days; and I believe the truth of it is they were picked up some day before, but the vessel could not report it. Very merry at the Club with Mr. Rhinels who, I must say, has been a most successful raiser of a summons by the Watch for parking his car, but whether his Lady,

HONG KONG STOCK MARKET.

YESTERDAY'S TRANSACTIONS.

The recovery referred to in Thursday afternoon's report was well maintained yesterday morning with very few shares offering. Apparently, the liquidation for Settlement account has more or less exhausted itself.

Banks were on offer at \$1,800. Unions could have been obtained at \$500.

Underwriters had sellers at \$8. Steamboats were on offer at \$28, and Waterboats had buyers at the same rate.

Rails were dealt in at \$374. Wharves were in demand at \$150, and Docks were also in request at \$30.

Providents (old) changed hands at \$24. The new shares could have been obtained at \$2.10.

Holds (old) had enquiries at \$15.20, but sellers were asking \$15.80.

Land, after being done at \$86, closed with buyers at this rate. Realities, which were done at \$124 and \$153, were on offer at the close at \$13.00.

Ews were in demand at \$15.

Trams, after being done at \$21, closed in demand at this quotation. China Lights were negotiated at \$274, but closed in request at \$284.

Electrics were wanted at \$60.

Telephones (part paid) were enquired for at \$304.

Cements (combined), after being done at \$184, were in demand at \$183, but sellers were asking \$19.

Dairy Farms were on offer at \$32.

AFTERNOON TRANSACTIONS.

From the morning session, prices were well maintained and in some instances, an advance has to be recorded. Canton's could have been obtained at \$1,500.

Providents (old), after being done at \$24 and \$2.80, were in demand at the former quotation. The new shares changed hands at \$2, and at this rate there were further buyers.

Rumfords (old) were dealt in at \$20, at which there were buyers at the close. For the new shares there were buyers at \$194.

Realities, which were the medium of sales at \$153 and \$15.65, closed with buyers at \$154.

Ews, which were reported to have changed hands at \$15.70 and \$15.85, were sold to Shanghai at \$15.16 and \$15.08, and closed with buyers at \$15.08.

Trams were done at \$274 to \$284, and at the close there were buyers at the latter quotation.

Electrics were disposed of at \$60, and at the close there were sellers at \$61.

Telephones (part paid), after changing hands at \$304 and \$31, closed in demand at \$304.

Cements (combined) were the medium of sales at \$18.90 and \$19, but at the close there were buyers at \$184 with sellers asking \$19.

Constructions, cum rights, changed hands at \$114 and \$115, and closed with sellers at \$11.

who is of my acquaintance, be greatly pleased with the Editors of certain news-sheets. I take leave to doubt. It seems, said Creed to me later, that we have misjudged Mr. A. Capone, as news comes that the police did enlist his aid to release the kidnapped Mr. Lynch, which he effects at once. And we all agree Mr. Capone had better take up the Headship of the Watch in his City.

24th.—News that Heligoland be so gravely eroded by the sea that it may shortly disappear. But I shall not grieve thereat. So home and watering the radishes in my garden.

25th.—At home matters seem quiet, and I believe all shall be well. The nation as a whole is sound. This day, a radical group in the street do attack Japanese and the police very active to keep order. And I trust that these young fools, and for the worst offenders are but boys from twelve to sixteen, will mend their ways. But the noise and excitement all night one from taking a general or philosophical view, so home and to bed early, as to-morrow is the Race Meeting. At which I doubt I shall lose despite that I write down Mr. J. Heard this time most carefully.

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless as desired, but as evidence of good faith.—Ed.]

THE SHARE MARKET.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

Sir,—Up to the beginning of this week the World slump in Stocks and Shares had left the Hong Kong Share Market untouched and by reason of the little backwater in which we live and the "casiness" of money in the Colony we have experienced a mild "boom" on the local market. There is no question but that in isolated instances prices have been inflated but this is only so in the case of one or two of the more speculative counters and on the whole, though the return obtained on local investments, as at last week's prices, was small, it compares favourably with the return obtainable on investments in the great financial cities of the world, where dividends are at present the exception rather than the rule.

The fact cannot be blinked that the local market has received a severe jolt this week as a result of the British financial crisis but if the situation is analysed in sober-minded seriousness, it is surely obvious that the repercussion on the local share-market is solely attributable to a few panic-stricken speculators or investors. There has even been talk of a similar debacle to that experienced in 1928 but it must be apparent that the conditions are totally different. In 1928 we had to contend with a boycott and strikes which paralysed local industries and we had a high rate of exchange which enabled money to leave the Colony for investment in more productive fields. To-day local industries are practically all in a flourishing condition and unless exchange were to recover to an impossible extent, there is no inducement whatsoever to take money out of the Colony. I do not think the most optimistic person has any hope of an immediate or even early recovery of the dollar to a level which will result in money leaving the Colony and in such circumstances there is no reason to anticipate that there will be any reduction in the money available for local investment.

At the same time, panic is one of the most infectious of diseases and the fact has to be faced that a few panic-stricken investors or speculators might force a crisis on the local market. The fall in share prices has been general and not inconsiderable in extent and while it is hard to imagine that the average of prices should fall beyond the present level, it is up to the local Exchanges to make assurance doubly sure and adopt such remedial measures as they think fit in order to restore local confidence.

I would suggest that one way in which local investment could be encouraged and confidence thereby restored would be by a temporary reduction in the scale of brokerage. The brokerage paid in Hong Kong is on a very high scale indeed as compared with other markets and could be reduced by a large percentage and still leave brokers on as favourable terms as their less fortunate brothers in other cities. Take a stock standing at \$30. The investor has to pay 20 cents brokerage on the purchase and the same amount on the sale, so that the stock must appreciate more than 40 cent before the investment shows any capital appreciation.

If the brokerage were reduced to 10 cents each way, there is more inducement for the investors to purchase the stock and the broker is getting one half of one per cent commission, which is considered reasonable remuneration elsewhere. It is unlikely that the broker fraternity will look with favour on a permanent reduction in their scale of brokerage but I think they would undoubtedly find local conditions stimulated by a temporary reduction for a minimum period of say three months and it might be advisable to go even further and consider the possible benefits of making the reduction retrospective for forward business which has been transacted for Settlement subsequent to September. Yours, etc.,

WARM FEET.

SECRET NAVAL CODE MISSING.

Stockholm, August 24.—A sensation has been caused here by the discovery that a secret Naval code has disappeared from the cruiser Flygiss, which has just returned from a cruise in foreign ports. It is believed that the code has been stolen by a member of the crew who was in touch with a foreign Power.

Both the Naval authorities and the police at Stockholm are inquiring into the matter, but so far no clue has been found as to the whereabouts of the code.

Messrs. A. S. Watson & Co., Ltd.

BEG TO ANNOUNCE
THE OPENING OF THEIR NEW
ESTABLISHMENT IN THE

PENINSULA HOTEL

FROM

October 1st, 1931.

A Children's Fete & Sale of Work

will be held at the

Volunteer Headquarters

by kind permission of Lt. Col. L. G. Bird & Officers V.D.C.

Saturday, Oct. 31st

in aid of the

M.C.L.

and other Charities.

DAIRY FARM NEWS.

HOT WEATHER Suggestions

PRESSED BEEF
90 cts. per lb.

PRESSED TONGUE
\$1.75 per lb.

ROAST PORK
\$1.85 per lb.

PRESSED PORK
\$1.15 per lb.

COOKED HAM
\$2.30 per lb.

PORK PIES
30 cts. each.

The Dairy Farm, Ice & Cold Storage Co., Ltd.

ANTI-JAPANESE DEMONSTRATIONS CONTINUE

SURLY CROWDS KEPT AT BAY.

STRONG MEASURES ADOPTED TO CHECK ACTIVITIES OF HOOLIGANS

POSSE OF POLICE PATROL CITY STREETS.

MANY ARRESTS IN ALL DISTRICTS.

The anti-Japanese feeling among certain sections of the Chinese community which first manifested itself on Wednesday night, when a large crowd of Chinese hurled stones and other missiles at Japanese shops in Wanchai, spread rapidly through the Colony and by yesterday had assumed such a grave aspect that the whole Police Force of the Colony had to be called out to cope with the situation.

As reported yesterday, Japanese shops in Wanchai again fell victims to the stone-throwing tactics adopted by the demonstrators on Thursday night. While things were happening at Wanchai, the Police in West Point district were called out on several occasions to quell outbreaks at a number of piecergoods shops which had Japanese goods for sale. A few establishments dealing in salt fish, imported from Japan, were also mercilessly treated by the anti-Japanese rioters.

These demonstrations were confined to the nights of Wednesday and Thursday, but the demonstrators grew bolder yesterday and attacked Japanese people in various parts of the city. All Japanese shops suspended business and nailed and barred up their doors and windows.

The molestations of the Japanese people were all similar in character. The hooligans would pick out a party of Japanese, who would be followed by a yelling, screaming mob, shouting the words "Ta Kuli" (Strike him). Some one would then throw a stone and this would be followed by an unending fusillade of all kinds of missiles until the victim was rescued, or managed to escape.

EMERGENCY CALL FROM NIPPON CLUB.

All members of the local Police Force not detailed for duty were confined to station. Strong patrols were sent out to keep order in various districts, while the Police van and several motor lorries, carrying members of the Emergency Unit, were in great demand and were seen dashing through the streets of the city with uniformed men on board.

Details of yesterday's outbreaks will be found below. The first demonstration against the Japanese took place in the heart of the city, when a mob of several hundred hooligans, a good many of whom were boys, were seen to maul three Japanese sailors, who had come ashore from their ship.

Just before 9 p.m. a call came through to the effect that mob violence was being resorted to near the Tokyo Hotel, the victims being two Japanese. Many minor attempts at creating a disturbance were also reported to Police Headquarters during the day.

Policemen Ten Yards Apart.

The situation had by this time taken such a grave turn that a large force of policemen, consisting of Europeans, Indians and Chinese, and a large number of plain clothes men, were posted in the heart of the city. In many of the main streets there was one policeman every ten yards.

It was at this time that the "Black Maria" fully loaded with policemen was seen to rush to the Nippon Club (Whiteaway's Building). It left a few minutes later with a number of Japanese, as passengers. These Japanese, obviously clerks at local offices, had evidently collected at the Nippon Club and then sent for Police help.

Incidencies Feared.

Fearing that attempts might be made at incendiarism or to rush the premises, police officers went thoroughly over the whole club and after their inspection it was decided to lock up the club for the rest of the day.

The strong turn-out of Police officers had the effect of putting a stop to further violence demonstrations, but large crowds, in a surly temper, remained on the streets last night. Members of the Japanese community, having been advised by their Consul to remain passive, were nowhere to be seen, and this, together with the measures taken by the police, robbed the demonstrators of their "sport."

Mistaken for Japanese.

As a result of this the unruly element kept an ever sharper look-out for likely victims. A number of Straits-born Chinese, emerging from a restaurant near the Central Market, had narrow escape from serious man-handling. Mistaking them for Japanese, a yelling crowd soon gathered round, but a party of police officers gave them protection, and the menacing crowd were deprived of their prey. The objects of the crowd's fury were removed to a safer zone in a public motor-car, guarded by six plain-clothes Chinese detectives.

Although there were crowds of people in the streets of West Point last night, a *Daily Press* reporter was informed at the No. 7 Police Station that no demonstrations of a serious nature had taken place. It is estimated that fifteen people were arrested in the Central District alone, while a similar number were taken into custody at Wanchai. There were two small disturbances in Kowloon, but up to the time of going to press no report of any riot or anti-Japanese demonstrations had been received from the outlying districts.

Reservists Called Out.

The Indian Company of the Police Reserve were called out for duty in Wanchai last night. The Sharpshooters' Company were called out during the afternoon and the Flying Squad were on duty during the night.

WANCHAI DISTRICT.

It was evident that Wanchai was considered the "danger zone," for from the early hours of the evening, senior police officers were at No. 2 Station to direct operations. The Hon. Inspector-General of Police paid more than one visit to this district during the course of the evening, whilst other senior officers of the spot were Mr. L. H. V. Booth, Mr. W. R. Scott, Mr. T. Murphy and Chief Inspector Grant.

The vacant piece of ground to the west of Wanchai Police Station was carefully guarded by Police constables, who had instructions to allow no one on it. As a result of this, a Chinese girl, who persisted in walking across this area, was arrested for creating a disturbance. An Indian constable on duty told her that she was not allowed to cross that particular spot, and she evidently resented this "interference" and not only made a noise, but was also responsible for

the collection of a crowd round the constable. The girl was taken to the police station where she was later identified by a member of the Flying Squad as the daughter of his cousin.

Although the district between No. 2 Police Station and "Nagasaki Jon's" restaurant was thronged with Chinese from 7 p.m., nothing very serious was reported, though there were several cases of stoning. The mob adopted a new attitude last night. Instead of throwing stones at the shops from the streets, certain people were found on the top of the houses throwing bricks and stones at the police pickets. In this connection, Mr. Hughes, of the South Western District, arrested a man whom he saw throwing a large piece of brick at a member of the Sharpshooters. The missile, fortunately, missed its target.

Reserve I.S.P. Stoned.

Another instance of stoning the police occurred when Mr. Sirdar Khan, I.S.P. (Reserve) went to the assistance of a Japanese who was being pelted with stones in Hennessy Road. Mr. Khan went up to the man with the intention of taking him under escort, but the crowd then directed the stones at both Mr. Khan and the Japanese. The reservist then had to take the man to his house from whence he sent for a picket which took the man to the station.

A Japanese shop in Queen's Road East came in for a lot of attention from a mob who had gathered near the Grand Theatre. The mob broke down the wooden boards with which the windows were protected and had begun to smash the windows when the police arrived and the crowd scattered. Houses in Lockhart Road and Johnston Road also came in for some attention from the mob, while a member of the Indian Company of the Police Reserve, Mohamed Alihan, fell and cut his knee rather badly while chasing an offender along Hennessy Road. He was allowed to go off duty and was taken home in a motor-car.

Shortly after 9.30 p.m. a message was received at No. 2 Station to the effect that a crowd was demonstrating outside some private residences in Kennedy Road. It was at first thought that something serious might result, but, rushing to the scene in motor-cars and vans, police officers found that it was a false alarm. The same thing happened when they received a call from Johnson Road at 10.30 p.m. This time, however, there had been some stoning, but the crowd had dispersed by the time the police arrived.

"Reasonably Quiet."

The Hon. Mr. E. D. C. Wolfe again visited Wanchai Police Station at 10.45 p.m. and was interviewed by a *Daily Press* representative. He said that things had been reasonably quiet—more quiet than was at first anticipated and there had been little disturbances in the Central and Western districts. In Wanchai there had been some minor trouble and although there was a very large crowd at 7 p.m. and again a little before 9 o'clock, the mob had dispersed shortly after. Mr. Wolfe added that the Flying Squad had been patrolling the district from time to time and said that this had a sobering effect on the mob. A large section of the Sharpshooters' Company under Mr. Dovey was also doing duty and for their convenience a large 22-senter bus belonging to the Hotel Company was placed at their disposal.

Sports Fixtures Off.

While it appears that the Police have the matter well in hand it is understood that they have received orders to the effect that their cricket and football matches arranged to take place this afternoon are to be postponed, and that there will be only one squad of men on duty at the races instead of the usual three.

IN KOWLOON.

Police pickets were out on patrol in Kowloon, keeping a particularly watchful eye on Faking and Hing Fong Roads, where there are many Japanese shops and restaurants. In accordance with the general principle, which is to avoid trouble as far as possible, these places were closed and the inmates kept indoors, hence there was no trouble reported from this area. In fact Kowloon appeared to be free from any

disturbance, except for an incident of Hounin.

At about 8 o'clock in the afternoon, T. Tashiro, a Japan living at 8, Victory Avenue, Hounin, was set upon by a crowd of hooligans armed with bamboo poles. The man received an injured wound in his nose, and the police were immediately notified of the trouble, but when they arrived on the scene the mob had dispersed.

An ugly incident occurred on the Yau-mat Ferry last night at about 1 p.m. A Japanese who was being followed by a hostile crowd, decided to evade them by travelling on the ferry from Hong Kong to Yau-mat. Many of the followers boarded the ferry and kept on taunting the Japanese passenger. Things became serious in the central fairway where the crowd demanded the crew to stop the ferry.

At this time the passenger noticed a Japanese launch in the vicinity, and he lost no time in jumping aboard. He was picked up by the launch, while the persecutors and their ardent supporters damped by the disappearance of their victim.

MAXIMUM PENALTIES ASKED.

Thursday's rowdiness in Wanchai and West Point resulted in the appearance of eleven persons before the Magistrates yesterday, eight from the West Point district and three from Wanchai.

Some of the cases were dealt with yesterday, but the majority were put back. Mr. T. Murphy, Assistant Director of Criminal Investigation, who presented the cases, made a statement to his Worship in the course of which he pointed to the seriousness of the outbreak and asked that the maximum penalty be imposed. "They must be taught to respect life and property," said Mr. Murphy.

Indian Constables in Danger. Cheng Yung, aged 16, was charged with disorderly conduct in Queen's Road West, near the Ko Shing Theatre, the defendant admitting the charge.

Detective Sergeant W. E. Meadows, who made the arrest, informed his Worship that there was a lot of trouble on Thursday night in the Western District. It started as an anti-Japanese demonstration and ended almost by a riot. At 11.15 p.m., as a result of the disturbances, witness was on duty and saw several hundred people gathered in Queen's Road, near the Ko Shing Theatre.

Several of the shops had had their doors broken in and, when witness arrived on the scene, he saw four Indian policemen being followed by a crowd. A section of the assembly were throwing stones at the Indian officers, shouting "ta!" and "Don't be afraid." The defendant was seen to run out of Wo Fong Street with four stones in his hands. He went up to another boy and made as if to pass him two of the stones. The other lad, however, saw the officer and both ran away. The defendant was chased and, when caught, the four stones were found in his possession.

His Worship asked if there were any Japanese shops in the district. Detective Sergeant Meadows replied that there were not, but that there were Japanese goods in the shops there.

His Worship remanded the defendant for 24 hours for the appearance in Court of his master.

A Fighting Attitude.

In the case of Lo Kat, aged 22, it was stated by Detective Sergeant Kinross that as a result of the demonstration in the district he was standing at the bottom of Centre Street on duty, when he heard clapping. On looking about he saw the defendant on the opposite side of the road shouting "ta!" He clapped his hands and tried through characteristic fighting attitudes. The officer walked up to him and he ran away. After a chase he was caught.

His Worship imposed a fine of \$5 or seven days' hard labour in default.

Raid on Fish Shops.

When four men were brought before his Worship, Detective Sergeant Meadows said the defendants were seen by a Welsher constable picking up stones. The disturbances in this instance were more serious than in the other cases. The trouble started at 8.30 p.m. when the mob broke into the fish shops in Eastern Street where there were large quantities of Japanese goods believed to have come from a Japanese ship. The mob threw all the fish into the street.

On the arrival of the police, the crowd became very unruly and Inspector McWalter was struck several times with stones thrown by the crowd. The officers saw one band of rioters take a basket of what appeared to be white fish and throw it into the harbour. They all shouted "ta!" and created a disturbance. In the street at the time was a truck load of sugar, and thinking that it was Japanese, the crowd attempted to push it into the harbour, but Inspector McWalter, Sergeant Meadows and the Welsher constable managed to prevent them. Stones were then thrown at the police officers.

"Strike the Police."

"It seemed by the time," continued Sergeant Meadows, "that the demonstration was more against the police than the Japanese. We heard no shouts against the Japanese, but the general shout seems to have been to strike the police."

The first of the four men charged admitted disorderly conduct and was fined \$25 or a month's imprisonment in default. The other three denied the charges and their cases were put back.

Before the other cases were proceeded with, Mr. T. Murphy (Assistant Director of Criminal Investigation) appeared in Court and said he was there in connection with the anti-Japanese agitation and he would like his Worship to take a very serious view of the cases, which were before him and in which the charges were proved against the defendants. His Worship was asked to consider imposing the maximum penalty. Other charges of a similar nature would be brought against other persons to-morrow.

Gang of Agitators.

It appeared, said Mr. Murphy, that the well-organised gang of agitators started in Wanchai district on Wednesday night and again last night as well as in other parts of the city. The mobs were defying law and order and a serious attitude had to be taken. They had to be taught that they must respect life and property in the Colony.

Mr. Murphy commented upon the huge squads of police which had to be sent to the districts affected and remarked that they had to be dispatched largely at the expense of other districts which had insufficient police officers at the present time.

If very heavy penalties were not imposed, they would not have the desired effect of checking the demonstrations. It was getting very serious. The last agitation against the Japanese was in 1929 and very strenuous and smart penalties were imposed, resulting in the movement dying down in three days.

Further Attacks Expected. "Apparently," continued Mr. Murphy, "it is going to be a nightly attack in various parts of the city and we are only waiting to see what is going to happen to-night."

The officer pointed out that the police had to charge the defendants under the Summary Offences Ordinance, the maximum penalty being a fine of \$250 or three months' hard labour in default. In other cases, the offenders were charged with malicious damage.

"I submit," proceeded the officer, "we must try and make an example of these people if the cases are proved."

His Worship remarked that he could not take the cases this morning and would have to adjourn those in which the defendants denied the charges.

Mr. Murphy asked for an early date to be fixed in the hope that the rowdiness would cease when the mob took notice of the penalties which might be meted out in the present cases.

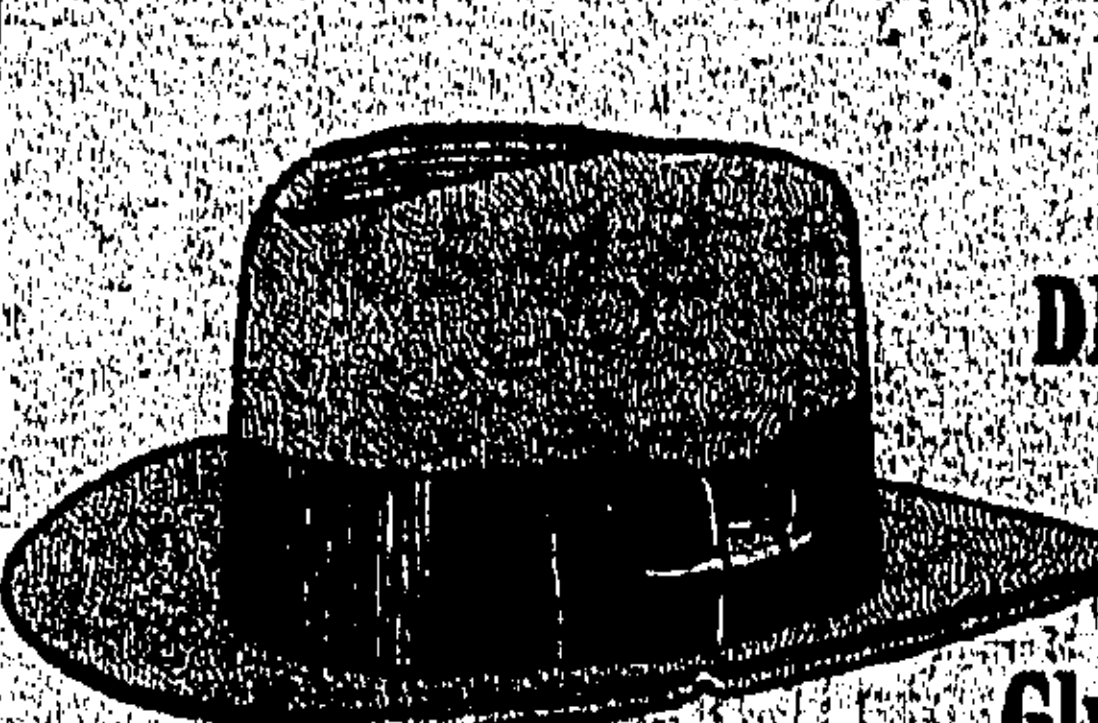
Mr. Murphy mentioned that large numbers of police had to patrol the districts, the Inspector General of Police himself being out. The reclamation had to be constantly policed to prevent the mob from getting "ammunition" from there.

In the cases of those charged with disorderly conduct Mr. Murphy asked his Worship to grant bail in the sum of \$250, while the police opposed bail for those charged with malicious damage.

All defendants not dealt with were remanded until this morning. Shortly after 1 p.m. a serious fracas took place on the waterfront in which the bravery of a European constable and a ship's captain was instrumental in preventing a Japanese from being seriously man-handled by a large crowd which was entirely out of hand for a while.

The Japanese, who had the appearance of a ship's captain, landed on the Praya near the Hong Kong, Canton and Macao Steamboat Company's wharf, having landed from a motor boat. As soon as he was observed in the water-front, a Chinese near the landing place hurled a piece of coal at him and this was the signal for a general pelting which immediately followed. A wildly yelling crowd surged round the Japanese, who would undoubtedly have been seriously, if not fatally injured, but for the timely arrival of Sgt. McColbie, who at great personal risk, forced his way through the crowd and stood by the Japanese who was being pelted with a barrage of sticks, stones and pieces of wood. The two then forced their way along the Praya in order to seek shelter on the wharf, which was about 100 yards away.

(Continued on Page 8.)



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NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

WE have THIS DAY REMOVED Our Office to 40, DES VOEUX ROAD CENTRAL, SECOND FLOOR (above Messrs. WHITEAWAY, LAIDLAW & Co., Ltd.).
BANKER & Co., Ltd.
Import and Export Merchants.
Hong Kong, 25th Sept., 1931. [1231]

NOTICE.

WE have THIS DAY authorised Mr. H. LIEBMAN to Sign Our Firm PER PROSECUTION.
BRANDT & CO.
Hong Kong, 21st Sept., 1931. [1202]

NOTICE.

MR. HENRY SEIFERT has been appointed Manager of Our CANTON BRANCH as from THIS DAY.
BRANDT & CO.
Hong Kong, 2nd Sept., 1931. [1203]

NOTICE.

A. S. WATSON & CO., LIMITED.

THE Undermentioned Certificate for 50 Shares in this Company, registered in the Name of KWOK SIN HING, has been declared LOST. If at the expiration of One Month from the Date hereof the following Share Certificate be not produced to the Company, namely, Certificate for 50 Shares No. 20,191 to 20,240, A NEW CERTIFICATE for the said shares will be issued by the Company and thereafter NO OTHER will be recognised.

A. S. WATSON & CO., LTD.

Hong Kong, 8th Sept., 1931. [1147]

NOTICE.

EFFECTIVE FROM OCTOBER 1st, 1931, the Business and Assets of this Bank will be consolidated with THE CHASE BANK and its Affairs will be carried on thereafter under the Name of THE CHASE BANK and Present Management.

EQUITABLE EASTERN BANKING CORPORATION.
D. M. BIGGAR, Manager.
September 19, 1931. [1209]

THE CHINA LIGHT & POWER CO. (1918), LTD.

THE above Company invites Applications for an ASSISTANT in the Distribution Department. Applicants must have had a Sound Technical and Practical Training, with Experience in the Laying and Jointing of Cables, also the Erection of E.H.T. and L.T. Overhead Lines. Experience in the Erection of E.H.T. and L.T. Switchgear and General Sub-station Work is also Essential. Applications stating Age and Qualifications and enclosing Copies of Testimonials, to be sent Not Later Than the 30th SEPTEMBER to Messrs. SHEWAN, TOMES & Co., General Managers, The China Light & Power Co. (1918), Ltd. [1227]

THE HONG KONG & CANTON ICE MANUFACTURING COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS in the Company will be held at the Office of the GENERAL MANAGERS, 2, Lower ALBERT ROAD, Hong Kong, on FRIDAY, the 27th OCTOBER at 10.45 A.M. for the purpose of receiving a Report of the Directors together with a Statement of Accounts, declaring a Dividend, and re-electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 25th SEPTEMBER to the 27th OCTOBER, 1931, Both Days inclusive. By Order of the Board of Directors, J. D. THOMSON, Acting Secretary.
Hong Kong, 19th Sept., 1931. [1211]

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THE HONG KONG
JOCKEY CLUB.

THE EIGHTH EXTRA RACE MEETING will be held (Weather Permitting) at HAPPY VALLEY on SATURDAY 27th SEPTEMBER, 1931, commencing at 2 P.M. The First Race will be Run at 2.30 P.M.

MEMBERS' ENCLOSURE.

Members are notified that they and their Ladies must wear their Badges prominently displayed.
No One without a Badge will be admitted to the Members' Enclosure.
Badges admitting Non-Members to the Members' Enclosure and Club Rooms at \$5.00 for Gentlemen and \$3.00 for Ladies (Both including Tax) are obtainable through the SECRETARY upon Introduction by a Member, such Member to be responsible for Payment of All Chills, &c.
Badges admitting to Members' Enclosure will not be on sale at the Race Course.
Members can obtain, upon Application to the SECRETARY, Badges (Limited to One) for the Free Admission to the Members' Enclosure of Wives, Lady Relatives and Friends. Members must be stated when applying. Members must be present in either Enclosure during the Meeting.

PUBLIC ENCLOSURE.

The Price of Admission to the Public Enclosure is \$2.00 including Tax, for all Persons, including Ladies, and is payable at the Gate.
Soldiers and Sailors in Uniform are admitted Half Price.
Bookmakers, the Tax Men, &c., will not be permitted to operate within the Premises of the Race Meeting. Tickets will be obtainable in the Restaurant in the Public Enclosure.
By Order, C. B. BROWN, Secretary.
Hong Kong, 21st Sept., 1931. [1207]

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[A.S. 2]

BIRTH.

ROBERTSON.—On September 25, at No. 500, The Peak, to Mr. and Mrs. W. G. ROBERTSON, a son. [71]

MARRIAGES.

KEENEY—HOWARD.—On September 2, at Princes Row, London, Victor GEORGE, eldest son of Mr. and Mrs. G. Keene, of Hastings, to Dorothy, only daughter of the late Capt. J. W. HOWARD, 55, Rue Pergolèse, Paris.

MOORE—PUTNOD.—On September 12, at Shanghai, ALICE YVONNE MARIE, 3rd daughter of Mr. and Mrs. A. PUTNOD, of Shanghai, to GEORGE NICHOLAS MOORE, eldest son of Mr. and Mrs. G. H. MOORE, of Chester, Cheshire, England.

DEATHS.

BLIX.—On September 20, at Shanghai, DONOVAN, the wife of CARL BLIX.

MARTIN.—On September 20, at Wanchow, REGINALD BARRINGTON MARTIN, aged 31 years, of the Chinese Maritime Customs.

UNENIN.—On September 16, at 11, Rue Théodule Ribot, Paris, SERGEI WASSILIEWICH UNENIN, formerly of Hankow.

The Daily Press

HONG KONG, SEPTEMBER 23, 1931.

"TORPEDOED?"

It was a great pity that Colonel H. L. STRIMON, in expressing United States approval of the Italian proposal for a one-year naval building programme, should make a qualification that will probably torpedo and sink the whole scheme. The U.S. Secretary of State declares that whatever agreement is made, America will expect to continue her present programme of destroyer production. An experienced politician like Colonel Strimon must know the effect of this demand. A wholehearted acceptance of Italy's clear-cut scheme might have led to a most valuable advance towards world disarmament. In Conference a few minor adjustments with regard to specified vessels nearing completion, and other technical points, could easily have been settled; but when America, whose naval power equals at least that of Great Britain, demands a really big concession in this "naval holiday" plan, it is obvious that the other Powers will all want corresponding modifications. If America is to have her destroyers, then X will demand her new cruisers, and America will reply that her acceptance of the Italian scheme depends on X not having her cruisers; and so the wrangle will spread, and not only will a hopeful line of progress be blocked, but the Powers will meet

for the February Disarmament Conference in a thoroughly angry and suspicious mood.
One can visualise the scornful response to Colonel Strimon in the Paris press, with a savage cartoon depicting other nations sacrificing their ships, and America, conferring, as her share, a moral benediction. Colonel Strimon will explain why this destroyer programme does not effect the situation, and one of Mr. LEO MAXSE's experts may be expected to prove in the *National Review*, that apart from the destroyers which have been exempted, America suffers nothing from the scheme. Before the end of the article would show exactly how England was once more being "put on" by the rest of the world. Patriots of all countries would make similar claims of innocent virtue for their own respective lands. It is just possible that the "dogs of war" will let America get away with this juicy bone, but such moderation is not in the nature of self-respecting canines! A dog fight, in the traditional Naval Conference manner, is much more likely.
In this matter Japan has served the cause of peace far better than America by politely saying that it would be wise to postpone the whole matter till the Disarmament Conference. Perhaps a responsible American statesman has explained, behind doors, that that is really his country's view, but it has to be put tactfully, so as to prevent Senator BORAH from "going up in the air."
There is just a hope that the "naval holiday" has already been agreed upon, with the concession to America, and that Japan is only making a formal protest, to satisfy her fire-eaters. On the face of it, this does not look like the true explanation and, unless it is, the incident hardly augurs well for the success of the Disarmament Conference next year. If real issues are left to that Conference, it will fail; success will only be achieved where the Delegates are merely ratifying what has already been agreed upon as a result of the patient labours of the Preparatory Commission.

WHATEVER she may decide about Sunday cinema, Great Britain is not going to have Sunday theatres, at least not in the near future. The amendment to the bill legalizing cinema performances on Sundays, which would have given a similar liberty to theatres, has been decisively rejected by the parliamentary committee to which it was proposed. The good sense of the community will doubtless feel that the rejection was well advised, for the interests neither of the nation nor of the theatre itself demand theatrical performances on Sunday evenings.
It has been strenuously urged by Mr. LESLIE HENSON and other prominent men of the stage that Sunday evening productions are necessary in order to cope with the competition of the films. Mr. CHARLES B. COCHRAN, the producer, has done well to point out the fallacy of this argument. What the theatre needs to cope with the competition of the films is not the right to present indifferent plays on Sunday, but the ability to present good plays from Monday to Saturday. Mr. HENSON's own play is now in its twelfth month; "The Barretts of Wimpole Street" has been earning its author something like £700 a week for over a year, and "White Horse Inn" had sold 200,000 worth of seats before the curtain went up on its second performance. Clearly what the theatre needs is not Sunday opening, but good plays.
From the standpoint of the community, the decision arrived at by the parliamentary committee doubtless reflects the conviction of a large proportion of people who instinctively resist the increasing inroads which are being made on the peace and quiet of the traditional British Sunday.

★ News and Views ★

Tale of the Day.

A boy of nine was asked in a history examination to give the reasons for the Peasants' Revolt in Richard II's reign. His answer was that the Poll Tax put the Tin Hat on the peasants.

Champagne at a Burglary.

That burglary may be combined with the observance of social amenities has been proved by three men who have ransacked a villa at Vitry. This was occupied by two young men who were in the habit of spending some of their evenings in the notorious dancing places in the Rue de Leprieux. On their last visit to one of these they made the acquaintance of two other young men, to whom, in a moment of confidence, they gave their address. They had motored back to their villa and were preparing to retire when they were summoned to the door. Here they found their two new acquaintances with a third man, and invited the trio to enter. Champagne was served all round, but then the stranger covered the tenants of the villa with a revolver and warned them not to stir, while his two companions bound them and made them sit on a couch. The trio then announced that they had come out to Vitry not on a pleasure party but strictly on business. While the tenants covered the two associates spent three hours in ransacking the whole place. They carefully piled their booty into a taxi-cab in which they had arrived and then unbundled their hosts, with whom they insisted on sharing a couple of bottles of champagne by way of a farewell.

Lamb's Sea Swim.

A lamb which jumped off a ship in Pentland Firth was picked up by an Aberdeen coasting steamer, miles from Duncannany Head, Caithness. It had been swimming for nearly an hour and was exhausted.

Oysters.

Like many good things of the table, the oyster has engaged the attention of the cranks. Some years ago a campaign was started in Alabama to "save the oyster from the excruciating pain of being eaten alive," and a Bill was actually drafted making it a criminal offence to swallow an oyster that had not been humanely slaughtered. The promoter of the measure made an eloquent speech on the nervous system and delicate feelings of the oyster, but failed to get his Bill made law. Dr. Kit-chiner, of "Cook's Oracle" fame, had no such scruples, but begged trusty oyster lovers to "treat the little favourite" in such fashion that it should "hardly be conscious of being ejected from his lodging until he feels the teeth of the gourmet tickling him to death."

BRITAIN VETOES THE
SUNDAY THEATRE.

One case of typhoid was reported on Thursday.

It is understood that freight rates from Hong Kong to the Philippines will be increased by 25 per cent., effective from October 15.

Miss Buckland, Secretary of St. Stephen's Girls' College, has reported to the police that a sum of \$180 was stolen from her writing desk; the thief having used a duplicate key.

Three Chinese, charged with detaining Chan Cheung, described as a widow, and three small boys, who had been abducted from the country, were remanded by Mr. Schofield yesterday, after a police statement that further investigations were desired with the co-operation of the Canton Police.

Arrested at the Shamshui Ferry Wharf, in Connaught Road, a boatman who had 82 tael of raw opium tied round his waist, was fined \$2,000 or eight months' hard labour on his appearance before Mr. Schofield yesterday. In another case, a coolie who was carrying 85 tael concealed in two crates of chickens, was discharged, the police accepting his story that he had been engaged to carry the crates.

In honour of the marriage of their daughter Nancy to Mr. Lambert Cockburn which was celebrated on Thursday, Dr. and Mrs. Li Shun-Fan were the hosts at a banquet at the Kwong Chow Hotel last night, when a large number of friends of both families attended to offer their congratulations to the young couple. A very excellent menu was prepared by the hotel and the party did not break up till a late hour.

A Tactful Gamekeeper.

"Not all gamekeepers express themselves so tactfully as the one mentioned the other day. A gamekeeper on a large estate in the North, for instance, had a habit of expressing himself very neatly on all occasions. A noble Lord said to him one day, 'I suppose you've seldom met with a worse shot than me?' 'My Lord,' he said, gravely, 'I've met with many a worse, for you miss on an cleanly.' On another occasion he was shooting with a gentleman who missed everything he fired at. At last a pheasant flew up, the sportsman shot, and some feathers flew. 'I hit that time, Cox,' said the nobleman, said the delighted gentleman. 'Yes, sir,' was the answer, 'they simply will fly into it sometimes.'

King Alfonso's Treasure Hunt.

One who was a fellow-passenger with King Alfonso on his fortnightly cruise to the Norwegian fjords, and the Baltic writes that King Alfonso, who travelled as the Duke of Tolosa, had not allowed the loss of his throne to damp his good spirits. King Alfonso and the Duke of Miranda were popular passengers. The former was president of the ship's sports committee, the played games, and presented prizes to the winners. And he won the treasure-hunt!

Russian Reading.

An official message from Moscow states that the output of books in the U.S.S.R. last year was 500,000,000 volumes, an increase of 350,000,000 volumes over 1919. Does this mean that the Russians have suddenly become a completely literate people? Or does it mean that the lenient Soviet are supplying their enlightened subjects with light reading during their few rest hours during the five-day week? This can definitely be proved to be wrong, for in making the boast of the 500,000,000 books the official message goes on to say that Social, Economic, and Technical subjects account for 80 per cent. of the whole production. Now, perhaps, the official publicity department, having told us how many books are distributed during the year, will tell us how many of these books are read. To alter Belloc slightly, "Their suns are scarlet, but are their books read?"

An Axe on the Estimates.

A plumber was mending the window, when two little heads appeared above the hedge, and the following dialogue ensued:—
"Are you mending that window?"
"Yes."
"We broke it."
"Did you?"
"Yes, when we were playing; we have to pay for it, put a cheap one in."

CORRESPONDENCE.

[All letters intended for publication must be accompanied by the name and address of the writer, not for publication, unless so desired, but as evidence of good faith.—Ed.]

THE ANTI-JAPANESE RIOTS.

[TO THE EDITOR OF THE "HONG KONG DAILY PRESS."]

SIR,—Is it not rather an aspersions on our maintenance of law and order in this Colony, that the disgraceful mobbing of Japanese should have reached such proportions, whereas in China—Canton, Peking, etc.—no outbreaks of violence have been reported?

Such a state of affairs as has existed here for the past two days, when it has been unsafe for peaceable Japanese residents to walk alone, is a disgrace to a British Colony, and I consider it is a grave reflection on the local police.

When two Japanese seamen (surrounded by a howling mob) came up to a Sikh constable on traffic duty at Roder Street, obviously seeking protection, he did not hit a finger—much less a baton—to help them; merely staring as though it were quite outside his province to lend a helping hand.

This is not a question of taking sides but of securing adequate protection for all residents, regardless of their nationality.

The rioting should be put down firmly, and a few of the agitators might well be given several strokes with the birch. A stricter watch should also be maintained on the vernacular press, to prevent it from publishing at the present moment any articles, which may have an inflammatory effect. I have heard many indignant comments to-day, amongst being expressed that in Hong Kong, of all places, the lawlessness should have been allowed to reach its present dimensions.—I am, etc.

NEUTRAL.

Paris for the French.

A number of observers of Parisian life have recently noted with some satisfaction that Paris is tending to become more French than it has been for some years past. There was a period when restaurants kept their many tradesmen made a point of using English instead of French in their notices and advertisements. This, we are told, is a craze which has nearly its end. M. Clement Vaulet, writing on the subject mentions the case of certain restaurants and night resorts on the fringe of Montmartre which have had their electric signs in English replaced by French ones. Some establishments have even changed their names so that, for instance, the White Horse has reverted to its original name, Le Cheval Blanc. Signs advertising breakfasts, lunches, and five o'clock teas are disappearing.

★ Local Notes and Events ★

From the Files

Looking Back 25 Years.

A very successful tea and concert was held under the auspices of the Hong Kong Temperance Union on Wednesday evening in the Soldiers' and Sailors' Institute, the chair being taken by the Rev. C. Bone. The programme for the evening was as follows:—Song "Down the Vale," S/Sergt. Jackson, A.O.C.; Humorous Song "The Playwright," Mr. Walston; Sketch "Dreams," Pte. Bishop, R.W.K.R.; Song "Lullaby," Mrs. Stringer; Flute Solo "Killarney," Pte. Bishop; Song "Selected," Mrs. Andrews; Recitation "Horatius," Miss Nellie Robinson; Song "In Dreamland," Corp. Evans, A.O.C.; Humorous Reading "Paget M.F.," Rev. C. Bone; Gramophone selections, Mr. Swaffield; Song "Sunnyside and Rain," Mrs. Stringer; Song "Rock in the cradle of the Deep," Private Bishop; Song "Sing me to Sleep," Mrs. Andrews. The accompanists were Mr. Forbes and Pte. Warriner, A.O.C.—*Hong Kong Daily Press*, September 30, 1906.

Looking Back 50 Years.

Of the prevalence of malaria in parts of China at certain seasons the medical men attached to the Imperial Maritime Customs have frequently spoken, and there can be no doubt that the mortality from fevers is very great at times. The Colonial Correspondent of our Shanghai colleague contemporary gives some further interesting particulars on this subject. He says that during August and September the death rate of Shanghai is high.

(Continued on previous column.)

JAPAN'S EXPLANATION.

DESIRE TO SETTLE PRESENT DIFFICULTIES.

ENDEAVOUR TO LOCALISE "INCIDENT."

Tokyo, September 25.

The Government has issued a statement that it has decided to do everything possible to localise the Manchurian affair.

The War Minister has instructed the Commander of the Kwantung Army accordingly.

After explaining the necessity of temporarily securing Kirin, for the purpose of providing against an attack on the South Manchuria Railway line, the statement refutes the report that troops have been dispatched northward to Changchun.

The report concludes expressing an earnest desire to settle the present difficulties from which it is hoped closer and more friendly Sino-Japanese relations will develop.

JAPANESE FRIENDSHIP THWARTED!

Tokyo, September 25.

Emphasizing that there is no intention of carrying out any militaristic occupation, but merely desiring a guarantee of security for peaceful enterprises and the safety of investments the Government statement briefly explains the sequence of events.

It also stresses China's constant thwarting of Japan's attempts to promote friendship. The statement shows that the present situation was precipitated by the Chinese destruction of a section of the S.M.R. line. The Japanese military, who barely total 14,000 compared with China's 22,000 in Manchuria, fearing this fore-shadowed a widespread threat to Japanese lives and interests, considered it essential to act as quickly as possible, with the purpose of preventing worse. Consequently the Japanese seized all important points and disarmed the Chinese, after which they returned to the railway zone, to where they are entitled under Treaty rights, leaving small detachments in Kirin and Mukden for policing purposes.

QUESTION NOW SETTLED?

Geneva, September 25.

The contents of the Japanese Government note was received by the Japanese Delegation last night and communicated early this morning to Señor Lerroux.

It is expected that the Special Committee of the Council dealing with the Manchurian crisis, in the course of the day, will take note of the Japanese communication and further proceed to the consideration of means for a solution of the problem, on the subject of which it is stated the Japanese do not see eye to eye with the Council.

There is also some dissatisfaction among the non-permanent members of the Council and members of the Assembly at the meagre information vouchsafed by the Committee of five dealing with the affair.

The opinion is expressed in other quarters that the Japanese note is so conciliatory, in tone that the question can now be regarded as practically settled.

VIOLATION OF INTERNATIONAL LAW.

[THROUGH REUTER'S AGENCY.]

Washington, Sept. 24.

"The Government and people of the United States have observed with regret and great concern the events of the past few days in Manchuria," states Mr. Stimson in a note to China and Japan and adds that "in view of the sincere desire of the United States people that the principles and methods of peace shall prevail in international relations, and of the fact that the United States is a party to the provisions of which are intended to regulate the adjustment of controversies between nations without resort to force, the American Government feels warranted in expressing to the Chinese and Japanese Governments the hope that they will cause their military forces to refrain from further hostilities and so dispose respectively of their armed forces as to satisfy the requirements of international law and international agreements, and will refrain from activities which may prejudice the attainment by amicable methods of an adjustment of their differences."

HONDURAS DISASTER.

HUGE DEATH ROLL.

[BRITISH WIRELESS SERVICE.]

Rome, Sept. 24.

The Colony of Trinidad has made a grant of £500 to British Honduras toward relief of distress caused by the recent disastrous hurricane in which it is feared close upon a tenth of the population of Belize perished while material damage probably amounted to over £500,000.

COMMUNAL RIOTS AT SRINGAR.

MOSLEM MOB DEFIANT.

[THROUGH REUTER'S AGENCY.]

SRINGAR, Kashmir, Sept. 24. Panic prevails among Hindus owing to fears of a repetition of the riots.

League's Thanks.

Geneva, Sept. 24.

Thanking Mr. Stimson for the answer he was good enough to make regarding the situation that had unhappily arisen between "two highly respected members of the Family of Nations—China and Japan—Séñor Lerroux, on behalf of the Council, says that irrespective of any individual effort which any Government may deem it desirable to make it is, by a continuance of common endeavour that a successful result is most likely to be achieved.

Borah Condemns.

New York, Sept. 24.

In the course of a speech at Moscow, Idaho, in which he advocated disarmament and a revision of treaties, Senator Borah said: "If Japan had ten times the reason she alleges she has for entering Manchuria it still would be violating international law. The Versailles Treaty, the League of Nations, and the Kellogg Pact."

ROUND-TABLE CONFERENCE.

COMMITTEE CONCLUDES DISCUSSION.

[BRITISH WIRELESS SERVICE.]

Rome, Sept. 24.

The Federal Structure Committee today concluded its discussion on the strength and composition of the proposed Indian Federal Legislature, and passed on to the question of the distribution of financial resources between the Federation and its units. On this subject Sir E. P. Mitter and Mr. Jayang spoke at length.

POUND STERLING DECLINES.

QUOTED AT FRCS. 90. YESTERDAY.

[THROUGH REUTER'S AGENCY.]

Paris, Sept. 25.

The first unofficial quotation for the pound sterling was in the neighbourhood of Frs. 95, but at 10.45 it was only Frs. 90 at which it remains after a slight rally.

ANTI-JAPANESE DEMONSTRATIONS.

(Continued from Page 7.)

Running the Gauntlet.

Throughout the entire distance they ran the gauntlet of bullets in every possible shape or form, but eventually they arrived at the wharf where two officers of the ship came to their assistance and succeeded in getting the Japanese out of harm's way.

A call was then put through to Police headquarters and an emergency squad came to the scene. They arrived to see a huge crowd surging round the wharf with Sergeant McCobbie standing at the entrance holding the crowd at bay. The sight of the emergency van had the effect of dispersing the crowd. The Japanese were taken under police escort and one youth was arrested for stone-throwing.

Sergeant McCobbie, as well as one of the officers of the A.S. Sui An, Mr. Carter, suffered minor injuries, being both covered with bruises. Mr. Carter having a deep cut on his face.

It was stated by people who claimed to be eye-witnesses of this incident that quantity of pamphlets were distributed to the infuriated mob while the police were going on. It was also reported that quite a number were scattered from a nearby eating house, but a visit to the premises by the police revealed no traces of such pamphlets.

Japanese Seamen Mobbed.

Three Japanese seamen, who came off the Star Ferry yesterday, went through an exceptionally unpleasant experience in the morning. A howling crowd of some two hundred Chinese urinals surrounded them and before they had proceeded any distance at all became the objects of a variety of their missiles which were cast at them from all directions. The hostile demonstration gave promise of growing into serious proportions. The crowd had by this time swelled to an alarming proportion and the missiles fell thick and fast. The sailors did not retaliate and this seemed to incense the crowd to a greater degree.

When they had gone as far as Gloucester Building a European in plain clothes went to the assistance of the unfortunate victims. Inspector Chester Woods also went to the men's assistance and shortly afterwards the noise attracted a European police sergeant. Between them they managed to escort the Japanese people to the Hong Kong Hotel where a public car was appropriated. Just as the car was about to move off to the Central Police Station, with the three Japanese and Inspector Chester Woods, a missile was hurled by an urchin, which missed the men but struck the car. The urchin was seized and taken to the Central Police station, followed by a large crowd.

The Japanese sailors appeared to be none the worse for their experience although they admitted, on being questioned, that they had been struck by many of the missiles, but all their injuries were of a minor character.

The police then arranged to give the sailors a safe conduct to their ships, a police escort taking them as far as Blake Pier where they boarded a motor boat and eventually got back to their ship in safety.

Pottinger Street Outbreak.

Two Japanese, who were apparently residents of the Tokyo Hotel, were greeted with showers of stones and other heavy missiles when they emerged from their hotel yesterday morning. They tried to run back to the hotel but were set upon by hooligans who would have done serious injury to the victims had not the police van made a timely appearance on the scene. A contingent of Indian constables under Sergeant Hunt arrived on the scene and their arrival was the signal for the crowd to disperse. One Chinese youth, it is understood, was arrested.

Japanese Shops Shuttered. Japanese shops throughout the city were not only closed for business but closely guarded up during the day. Practically the whole police force was on duty, uniformed and plain clothes officers being called out, and the sharpshooters of the Police Reserve were called upon to do duty in the afternoon. Last night Indian members of the Police Reserve did duty with the regulars. (Continued at foot of next column.)

LONDON STOCK EXCHANGE.

STRICT REGULATION OF BUSINESS.

[THROUGH REUTER'S AGENCY.]

London, Sept. 25.

The Committee of the Stock Exchange intimates that, beginning from tomorrow, all bargains must be for cash and may not continue from day to day. No fresh option business may be transacted.

Conditions Continue Active.

[BRITISH WIRELESS SERVICE.]

They active conditions, which marked the re-opening of the Stock Exchange yesterday, were fully maintained to-day. Industrial oil and mining shares all improved, while Gilt Edged Securities showed a decline. Sterling weakened, and there was no change in the Bank Rate to-day. Metal prices recovered further from the low record figures of last week. The general tone is confident, but there is no disposition to overlook the possibilities of a reaction.

Notwithstanding these precautions, which included the parading of the police van throughout the streets, a number of incidents were reported from different districts, and anyone who looked like a Japanese was molested by mobs of Chinese. Quote a number of telephone calls reporting such incidents filtered through to police headquarters during the day.

A message establishment in Wyndham Street, also formed the object of an attempt by hooligans to demonstrate their anti-Japanese feelings. The police squad was immediately sent for and arrived in such good time that hardly any damage had been done. The establishment put up its shutters during the remainder of the day.

A Japanese who was making purchases at a shop in Victoria Street was set upon by the mob, but was able to dash through his attackers and seek refuge in a house in the vicinity. The police arrived later and escorted him out of the "danger zone."

Wanchai "Dump."

The Wanchai district, the scene of raids on the Japanese shops two nights running, was comparatively quiet in the morning, the big Chinese crowd which usually assembles on the vacant piece of ground to the west of the Wanchai ferry station being dispersed by the police at an early hour. In connection with this vast mob, it would be advisable if the Public Works Department cleared away the large quantities of stones and bricks which are scattered all over the place, as in its present condition, it is a handy "magazine" for the rowdies who attacked the Japanese shops and premises in that district.

Two Japanese belonging to a ship at present in the Taikoo dock found some difficulty in getting aboard the vessel and had to seek police assistance. They were seen leaving the Wanchai Police Station in the company of ten police officers who acted as a conveyer.

At West Point.

As was reported in our issue of yesterday, there was considerable trouble in the Hennessy Road district on Thursday night. While the police had to cope with the work of dispersing a crowd of some two thousand, a call was received from the West point district to the effect that some Chinese shops, which dealt in Japanese marine products, had been attacked by a mob. One of these shops was totally looted and its stock, comprising salt-fish and awabi, imported from Japan, being littered all over the street.

No sooner had the report been received, than a posse of police were sent to the scene of the disturbance but their appearance was greeted by a rain of brickbats. This was, however, put a stop to when the officers made a concentrated charge with batons on the mob which quickly dispersed.

Yesterday the authorities had to deal with a new manifestation of the local movement in addition to the demonstrations against the Japanese. This took the form of slogans posted in various parts of the Colony and one of them signed by "A Patriot" urged all fellow-countrymen to unite in their fight against the Japanese.

Interviewed by the Daily Press yesterday, the Secretary of the Japanese Consulate denied the rumour, circulated on Thursday night, to the effect that the Consul General for Japan, Mr. Yoshida, had been the victim of an assault. He added that Mr. Yoshida visited the Japanese residents in Wanchai on Thursday when he warned them not to take any retaliatory steps against the demonstrators. Mr. Yoshida advised his countrymen to be entirely passive and to rely on the protection offered by the local police. More Trouble Expected by L.F.C. Interviews by a Daily Press representative yesterday, the Hon. Mr. E. D. O. Wolfe, Inspector-General of Police, stated that while further trouble in the way

ITALY FEELS THE STRAIN.

INCREASE IN CUSTOMS DUTIES.

[THROUGH REUTER'S AGENCY.]

Rome, Sept. 25.

With a view to balancing the Budget a decree has been issued which increases the Customs duties by 15 per cent. on imports, and 10 per cent. on coal and combustibles which are not covered by the existing treaties.

NATIONALIST GOVERNMENT.

TRADE BALANCE NOW TO BE TACKLED.

[BRITISH WIRELESS SERVICE.]

Rome, Sept. 24.

From statements made in the House of Commons by Mr. Stanley Baldwin and in the House of Lords by Lord Reading as to the future business of both Houses, it appears that by Friday of the next week the Government's two Bills—Economy Bill and Finance Bill—embodying its scheme for restoring and maintaining the equilibrium of National finances will have passed into law.

This will complete the first or emergency part of the National Government's task. It is probable that not until then will there be any definite indication of the Cabinet's conclusions with regard to the general situation, which must remain difficult so long as the present unsettled economic condition in the outside world continues and particularly as to measures to deal with the adverse balance of trade.

Mr. Baldwin said to-day that he was not in a position to say when the Government proposed to bring to an end the present part of the Parliamentary session, but promised an announcement as soon as possible.

Unemployment Insurance System.

Rome, Sept. 24.

In the House of Commons in the

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6 p.m., stated:—The anti-cyclone remains stationary to the S.E. of Hokkaido. The typhoon is about 200 miles to the E.S.E. of Shanghai, moving N.N.E. A depression appears to be forming over S.W. China. Local Forecast:—N.W. or variable winds, light to moderate; fine to cloudy.

Committee discussion of the National Economy Bill, Sir Henry Betterton, Minister of Labour, defended the reforms of the Unemployment Insurance system. He drew attention to the large numbers of working men and women contributors who had drawn benefit either not at all or to a very small amount.

At the end of 1930 two-fifths of males and a half of females had drawn no benefit since they came into the insurance, and in the two years 1929 and 1930 two-thirds of the insured drew no benefit at all.

He contrasted these figures with the pictures of an indigent and idle often drawn abroad by those who, although faced with serious unemployment, had refused to adopt the British system of relief. Nevertheless, large numbers of unemployed had been paid transitional benefit without true insurance qualification, and the Bill removed that reproach from the system and gave justice to other contributors. He regarded himself as a trustee who had to administer the fund with regard to the rights of the three parties contributing. Work people, Employers, and the State. Contributions had had to be increased because Government was determined that borrowing for the insurance fund must cease.

of demonstrations against the Japanese by the more rowdy section of the local Chinese community was expected, the police were fully prepared to cope with any emergency. Yesterday afternoon, the Sharpshooters attached to the Police Reserve turned out for duty with the regulars and last night the Indian Company from the same unit were also on patrol.

Asked if there was any likelihood of martial law being declared, Mr. Wolfe replied that the situation was not serious enough to warrant such a step, and in reply to a further question as to whether the garrison troops had any instructions to resist, Mr. Wolfe replied in the negative. As a precautionary step yesterday a police wagon with a number of Indian constables under the command of a European constable was patrolling all the town and police pickets were likewise engaged.

CHINESE HONOUR LINDBERGH.

AWARDED CHINA'S AVIATION MEDAL.

[THROUGH REUTER'S AGENCY.]

Nanking, Sept. 25.

In recognition of survey flights he has made for the National Flood Relief Commission Col. Lindbergh has been awarded China's Aviation Medal. Chiang Kai-Shek is presenting it to him personally tomorrow.

Col. Lindbergh is the first aviator, Chinese or foreign, to receive this distinction.

NEW CRUISER LAUNCHED.

6,000 TON CLASS FOR PROTECTION OF TRADE ROUTES.

[THROUGH REUTER'S AGENCY.]

London, Sept. 24.

H.M.S. Leander, the first of the new class of 6,000-ton cruisers designed expressly for the protection of trade routes, was launched at Devonport dockyard.

Mrs. Alexander, wife of the ex-First Lord of the Admiralty, performed the naming ceremony.

"TO FILL OR NOT TO FILL."

"SAVE-THE-TOOTH" AS WATCHWORD.

DENTAL SURGEONS AT VARIANCE.

"To fill or not to fill"—that is one of the most important questions to be answered by the modern dental surgeon faced with the treatment of a tooth which has lost the vitality of its "pulp."

The question was discussed from four different angles leading dental surgeons at the three-day annual general meeting of the British Dental Association at Cardiff.

A "save-the-tooth" policy was advocated by Mr. Frank J. Parsons, who declared that even after the loss of the pulp, and provided there appeared to be a reasonable chance of success, every effort should be made to save teeth. If proper measures were taken, he considered that dentists were more than justified in attempting to treat pulpless teeth instead of pulling them out.

Another advocate of the treatment and retention of these teeth was Mr. Owen C. Morphy, who added the reservation, however, that the dentist must make his decision with a sense of great responsibility.

"In the whole range of dental surgery," he said, "it probably embodies more than anything else we do, the risk of secondary disease, which may be so serious as to be a menace to life itself."

Extraction Defended.

Mr. F. Coleman, who dealt with the question from the question from the clinical aspect, also joined the ranks of the "save-the-tooth" advocates; but the policy of extracting pulpless teeth was vigorously defended by Mr. F. O. Nichols, who gave the following reasons, among others:—

"Anatomical difficulties are in the way. Antiseptic dressings strong enough to kill infection produce irreparable damage to tissues. Re-infection of the tooth will all ways occur."

The potential danger of the retention of a pulpless tooth must outweigh any other consideration. Sir Norman Bennett, the retiring chairman of the association, stressed the need for some kind of Imperial board, by which, among other things, any dental surgeon registered in his own country could practice in any other country in the Empire.

In the course of his speech, he said: "The greatest problem of the future of this country is that of arriving at the best scheme for meeting the dental needs of the nation by means of public dental service with due regard to the just demands of the dental profession and the maintenance of professional standards and ideals."

Mr. William Kitchin, the new president, read an extract from a dentists' advertisement of 1746, which stated:—

"Artificial teeth set in so firm as to eat with them, and so exact as not to be distinguished from natural. They are not to be taken out at night, as is by some falsely suggested, but may be worn constantly, yet are they so fitted that they may be taken out and put in by the person who wears them at pleasure, and are an ornament to the mouth and greatly help speech."

UNIFICATION OF CHINA.

CHEN MING SHU SAILS FOR CANTON.

(Wah Tat Tat Pao.)

[SHANGHAI, Sept. 25.]

In response to Canton's request, General Chen Ming Shu sailed for Hong Kong, from Shanghai this morning. He is accompanied by other Nanking leaders, Tsai Yuen Kai and Chang Chi. Prior to his departure General Chen wired to Canton stating that he was proceeding to Canton in an endeavour to work out national unification.

PEACE COMMITTEE APPOINTED.

(Wah Tat Tat Pao.)

The Canton Government has appointed Mr. Sun Fo, Mr. Wang Ching Wei and Mr. Ma Chiu Chun to draw up peace proposals to be placed before the preliminary Peace Conference, which will be held at Canton shortly after the arrival of General Chen Ming Shu.

SHIPS' LONG LIFE.

EIGHTY-EIGHT YEARS' SERVICE.

5,000,000 PASSENGERS CARRIED.

The little town of Oban, will shortly be a scene of rustic and gaiety, of piping and dancing, when the annual Gathering takes place. The Highland season and consists a scanty population to the quiet of the Northern mist.

In the harbour visitors will see the good old ship Iona, with her two red funnels, paddle boxes, and knife-edged bows, but how many will know that this still, staid, round ship started her career among the Western Isles in 1844—67 years ago. She was preceded by two ill-fated sisters, built to run the American blockade. The first, built in 1855, was sunk off Gurock in 1862, and the second, Iona II, built in 1863, was sunk off Lundy Island in 1864.

No apology is needed for singing the praises of an Iona, for no fewer than five million passengers, according to her owners' calculations, have made memorable voyages in her among the Western Isles. Four other old ships are still sailing—Columba, 1878, Fusilier, 1883, Gondolier, 1880, and Glencoe, 1846.

The a.s. Glencoe whose original name was Mary Jane, and which ceased running this summer, was the oldest steam vessel on actual service, and she, like the others, is surely a tribute to the faithful craftsmanship and engineering genius of bygone days.

Rival Captains.

Seventy years ago a certain lawlessness was prevalent in the navigation of these Western Isles, and keen rivalry, amounting almost to actual warfare, existed between the captains. Thus, when one of Messrs. Burns, Burns, Burns, arrived with goods for Fort William, to find a rival company's ship occupying the only berth which the pier afforded, the captain topped his bowprit, put his bow between his rival and the pier, set his engines to full speed, tore away his opponent's moorings, and secured the berth for himself. Messrs. Burns, perhaps excusably, applied for extra police protection, for which the company paid, and thereafter just harbour regulations were put into force. Messrs. G and J Burns subsequently earned fame with the great Cunard Line of steamships when the West Highland steamers were taken over in 1923 by D. and W. Hutchinson. This Highland steam service, however, retained the proud title of "The Royal Route" by reason of the fact that, on two occasions, Queen Victoria travelled on the company's steamers between Ardaraigh and Crinan, and between Banava and Inverness.

The company under Mr. David Macbrayne was taken over in 1923 by the present owners, the Coast Lines, Ltd., and L.M.S. Ry. Co. Since then an extensive building programme has been undertaken. Diesel ships are now replacing the old paddle-wheelers, the relative speed of which was of little importance. The new boats, with paddle and "B" power, are still achieving the high speed of 17 knots.

Sports News

TO-DAY'S EXTRA RACE MEETING.

FAVOURITES' DAY ANTICIPATED AT HAPPY VALLEY: FORM DISCUSSED.

SOME SELECTIONS FOR PUNTERS.

[By "MORNING DEW"]

The second half of the racing season in Hong Kong begins to-day with the Eighth Extra Race Meeting at Happy Valley when the first race will be run at 3 p.m. There are nine events on the card and a very good day's racing is anticipated.

The course is in wonderful condition, but racing to-day will be on the "old" course as it were, as the whole of the grass track is not available.

The principal race on the card is the Fifth New Aggregate Stakes. The field in this event is not likely to be big and I think Zorhan or Valorous will win. The former is better suited over six furlongs but the latter is in such good fettle that he will carry a lot of confidence to the post.

With an interval of several months between to-day's racing and the pre-summer sport, form might have changed considerably, but if this is the case it is not indicated by the early morning gallops. The indications are that the day will be a favourites' day and that if any upset is due, it will be in the Novices race or the race for Australian ponies.

MIKE'S BIG TASK IN THIRD RACE.

Edenbridge should have a comfortable victory in the first race, as he has improved wonderfully during the summer interval and is now quite capable of holding his own in the "C2" class in which he is placed. Another improved animal, showing good gallops in the morning, is Blue Boy and he looks a good thing for a place. Bronze Eyes, which has been tipped for a place below, is in fact a good each way bet, as he is in good fettle at the moment. I understand he will be taken out this afternoon by his owner, Dr. S. T. Wong. Cloudy Eve appears to be the pick of the remainder and if he gets away to a good start, should prove himself a tough handful as six furlongs is just about his distance.

Austin Handicap "D2" Class.

The consensus of opinion would seem to indicate that Sonny Boy has no opposition in this race and events this afternoon will show how far this opinion is right. Sonny Boy won a good race from Mindoro in Macao but it must be remembered that the winner was then carrying only 140 pounds. To-day he will be carrying 161 and will be Mr. Harriman's mount. Celerity and Happy Choice look like good places bets, and might even catch the judge's eye if Sonny Boy fails.

Nathan Handicap.

There are only four entries for this race over a mile and a quarter and they are all running at 140 pounds, except Mike which has to concede as much as 25 pounds. The penalty makes the race very interesting and there are quite a number of people who feel that Mike will do the trick notwithstanding the weight. Personally I should look elsewhere for the winner. Piculilli, after his poor performance in Macao, does not appear nor does Sanction which is essentially a short distance candidate. Eros, however, is an entirely different proposition, and he should carry a good deal of money when he goes to the post this afternoon. With a concession of twenty-five pounds, he should just get home in front of Mike. Mr. S. N. Pan will be riding Eros.

Fifth Aggregate Stakes.

In the absence of Apollo, who has won all the Aggregate Stakes during the first half of the season, his stable companion Zorhan should be a warm favourite for this race over six furlongs. The stoutest opposition, I am sure, will come from Valorous, a pony which is in tip-top condition, but which, nevertheless, is hardly in Zorhan's class. There should be a good race between the two, but the distance being six furlongs, Zorhan is my choice. King's Colour might go to the post, but six furlongs is too short a journey for him to be at his best.

Jordan Handicap "D1" Class.

Thunderous Slag looks a very good bet in this race as he won at 100 pounds in Macao. Six furlongs suit him and he has beaten most of the ponies in this race before. The "Dolmen" entry, Bay of Bel-Island, will have a chance of repeating the result of September 6 in Macao, but one can hardly imagine this pony beating Thunderous Slag. Silver Key, a much

improved animal, is my choice for a place but while Sunloch is also a good thing to remember if one is looking for an outsider.

Carnarvon Stakes.

This race for novices promises to be one of the best of the card, the principal contenders being Tango, Armony, Pacemaker and Vamoos. The last-named is running beautifully at the moment but as he has never been very prominent over the mile, I shall leave him out of my calculations. Tango is in good condition and if Mr. Botelho rides him properly, he should make his acquaintance with the judge. Armony and Pacemaker are good enough at any time to give Tango a race and much will depend on the riding this afternoon.

Jordan Handicap "B2" Class.

Nippy and The Grouse look like putting up a good race between them in this race over six furlongs. Both are in tip-top condition and can be depended upon to make a great bid for the honours. Christmas Frolic is moving quite nicely and may "pop" a surprise on the favourites. The Tiger will probably be saddled for this event, but six furlongs is not his distance and there is little to fear from him. Lobster Bay might be taken out, in which case he should prove to be a good long shot, but no more than that.

Nathan Handicap "C1" Class.

There are three ponies with equally strong claims in this event. Roosan, by virtue of his victory in Macao, must be considered a strong candidate, but Britannia Hall, which will probably be ridden by Mr. Heard, is sure to find equally strong support. The third claimant for honours is Morning Star, Mr. S. N. Pan's mount, which has been shaping quite well in the morning gallops. I like the chances of the last-named, principally because he does not think Roosan can give him 25 pounds and a beating over a mile and a quarter and the same remarks might be applied in the case of Britannia Hall. However, the Hall pony is well served in the jockey department and this might make all the difference.

Newcastle Plate.

The last race of the day, for Australians, which have not won more than three races, is undoubtedly going to produce some very fast times, as the summer interval seems to have done no end of good to some ponies. In some quarters, the Haindrop is considered "a cinch" but while he was galloping beautifully a week ago, he has not been going so well this week and there has been a rumour to the effect that he has some trouble in one of his forelegs.

Moon Star, another candidate, has been very highly spoken of, but the distance, one mile, I fear, will prove too long for him. Kilrea has been going great guns and is the most likely pony to win this race. Another contender that is very fit is Wattle which is sure to give Kilrea a good run. Thunderous Slag is galloping in real thoroughbred fashion, but his performances (Continued on next column)

LAWN TENNIS.

C.R.C. WIN "C" DIVISION CHAMPIONSHIP.

RECREIO DEFEATED.

One of the most interesting and incidentally the most important matches of the year was a final and deciding match between the two teams concerned for the Championship of the "C" Division of the Hong Kong Tennis League—was played at the K.C.C. ground, yesterday, between the Chinese Recreation Club and the Club de Recreio.

There was a large crowd of staunch supporters of both teams present. The Chinese were vastly superior over their opponents and won rather easily, the scores being 6-1 in sets in their favour.

The Portuguese team by virtue of their defeat, had their hopes of winning the coveted trophy shattered, while on the other hand, the Chinese retained the shield for another year.

The scores were—
G. Noronha and L. Rocha (Recreio) 6-1
lost to M. K. Lau and W. T. Lee
lost to F. K. Lau and L. F. Hau
lost to W. A. Chow and Y. K. Mow

A. A. Remedios and H. Noronha (Recreio) 6-0
lost to Lau and Lee
lost to Lau and Hau
A. V. Remedios and L. Ribeiro (Recreio) 1-3
lost to Lau and Lee
lost to Chow and Mow 6-4

LOCAL SWIMMING CHAMPIONSHIP.

V.R.O. PROGRAMME.

The following Championship events will be held at the V.R.O. on Saturday night, October 3—
100 Yards Free Style—Championship of the Colony.
100 Yards Back Stroke—Championship of the Colony.
100 Yards Breast Stroke—Championship of the Colony.
50 Yards Free Style—Ladies' Championship.

Diving—Championship of the Colony.
Entries will close with the Hong Kong Amateur Swimming Association Secretary at 8 p.m. on Wednesday, the 30th inst. Entries fee of \$1 per event must accompany entries.

Heats, if necessary, will be swum off on Friday, October 2, at 6 p.m. Championship events, to be decided on October 7, are—
880 Yards Free Style—Championship of the Colony.
Long Plunge—Championship of the Colony.
Throwing the Water Polo Ball—Championship of the Colony.
Entries for these close on Sunday, the 4th inst., at 6 p.m.

to-date has been unconvincing and one cannot expect him to beat Kilrea or Wattle. Still, he is the best outside bet of the day.

SELECTIONS.

The selections for to-day are as follows:

- Race 1.**
Edenbridge.
Blue Boy.
Bronze Eyes.
- Race 2.**
Sonny Boy.
Celerity.
Happy Choice.
- Race 3.**
Eros.
Mike.
Piculilli.
- Race 4.**
Zorhan.
Valorous.
King's Colour.
- Race 5.**
Thunderous Slag.
Bay of Bellingham II.
Silver Key.
- Race 6.**
Tango.
Pacemaker.
Armony.
- Race 7.**
Nippy.
The Grouse.
Christmas Frolic.
- Race 8.**
Morning Star.
Britannia Hall.
Roosan.
- Race 9.**
Kilrea.
Wattle.
The Haindrop.

LAWN BOWLS.

OPEN CHAMPIONSHIP RESULTS.

HAMPTON AND RUMJAHN SUCCESSFUL.

Two more players have entered the list of the last eight in the Open Singles Championship.

On the Craigengower ground, H. Hampton (Kowloon C.C.) eliminated L. Luck (Civil Service C.C.), while G. McLeod, Taikeo, dropped out of the competition when he met D. Rumjahn on the Civil Service ground.

Scores in detail are appended.

H. Hampton		L. Luck	
Heads	Shots Total	Shots Total	Heads
1	1	1	1
2	1	1	1
3	1	1	1
4	1	1	1
5	2	4	3
6	3	7	3
7	3	10	3
8	1	11	3
9	2	13	3
10	1	14	3
11	1	14	1
12	2	16	4
13	1	16	1
14	1	16	1
15	1	16	1
16	4	20	7
17	4	24	7

Present Position.

The third round ties are now as under—
H. Hampton v. J. O. West, and
J. Laing v. F. Cullen; winners entering the semi-final in the top bracket.

U. M. Omar or E. el Arculli v. R. Lapsley, and D. Rumjahn v. A. E. Silstone or N. Drummond; winners entering the semi-final in the bottom bracket.

ATTENHEAD SHIELD.

The annual match between Hong Kong and Kowloon teams (six rinks each side) for the Attenhead Shield will be played to-day, commencing at 3.30 p.m., on the Craigengower C.C. ground.

FANLING GOLF.

STARTING TIMES FOR TO-MORROW.

- 9.30 a.m. E. J. R. Mitchell and K. S. Robertson.
9.24 " J. E. Richardson and O. B. Robertson.
9.28 " I. H. Geare and Comdr. Priestley.
9.32 " E. J. Munro and B. H. Dowler.
9.36 " G. A. Leiper and R. Danke.
9.40 " I. G. Allison and S. J. H. Fox.
9.44 " G. E. H. Divett and A. B. Purves.
9.48 " L. Goldman and D. S. Edwards.
9.52 " J. K. MacFarlan and D. Forbes.
9.56 " W. C. Gaddum and C. Mycock.
10.00 " D. M. MacDougall and Capt. Anderson.
10.04 " F. Ortlepp and A. G. Coppin.
10.08 " G. R. Horridge and D. Denham.
10.12 " J. B. Lanyon and L. B. Smith.
10.16 " O. Eager and A. D. Humphreys.
10.20 " T. B. Holmes and N. K. Littlejohn.
10.24 " I. D. Lanox and W. J. S. Key.
10.28 " C. B. Terde and C. J. D. Law.
10.32 " H. W. Dolly and G. H. Bond.
10.36 " P. Black and R. M. Henderson.
10.40 " R. M. Wood and J. G. Campbell.
10.44 " D. J. Gilmore and D. S. Robb.
10.48 " G. T. May and G. Thom.
10.52 " E. O. S. Dowell and D. G. Bruce.

LOCAL FOOTBALL.

START OF THE LEAGUE SEASON.

TO-DAY'S OPENING GAMES.

The local League football games will commence to-day with every prospect of a successful season, in spite of the fact that the Stadium at North Point will not be available as a playing field. It has been arranged to play the home fixtures of the Chinese Athletic on the ground of the Hong Kong Football Club, and there will be some disappointment as the Club ground will be otherwise engaged to-day and will not be available for the senior games between Chinese Athletic and St. Joseph's, which has had to be postponed until Wednesday, September 30.

After the recent successful tours of the Chinese teams, there will be much confidence that they will again be serious contenders for the season's honours. Last season's champions (South China) are as strong as ever, and their game against the H.K.F.C. at Happy Valley will be the principal attraction of the afternoon. The Eastern Club, who are now represented in the First Division, will play the opening game against Kowloon. The following are the fixtures for the afternoon:

First Division.
(Kick-off at 4.30 p.m.)
Police v. Navy, St. Joseph's ground.
Recreio v. Argylls, Recreio ground.
H.K.F.C. v. South China, Club ground.
Kowloon v. Eastern, Kowloon F.C. ground.

Second Division.
(Kick-off at 3 p.m.)
Ewo v. University, St. Joseph's ground.
Navy v. Kowloon, Navy ground.
H.V. H.K.F.C. v. Argylls, Club ground.
South China v. S.W. Borders, Caroline Hill.
19th Battery R.A. v. Athletic, Chatham Road.
R.A.O.C. v. Tung Tsin, Kok loon F.C. ground.

Third Division.
(Kick-off at 3 p.m.)
S.W. Borders v. South China, Chinese ground, H.V.
Recreio v. R.E., Recreio ground.
(Kick-off at 4.30 p.m.)
Radio S.O. v. Chinese Athletic, Chinese ground, H.V.

The following are of the teams announced for to-day's games.
Kowloon: Nicholls, Martin, Downman, Hedley, McKelvie, Bliss, Moss, Bryant, Doherty, Greenwood, Ineson.
South China: Pau Ka-ping; Li Tin-sang; Tom Kong-pak; Leung Wing-tak; Leung Wing-chun; Tong Kwan; Chen Bul-hong; Chu Kwok-luen; Fung King-cheung; Li Wai-tong; Ip Pak-wa.
Kowloon: Curlewitch, London, Wells, Everest, Gilchrist, Greenberg, M. Greenberg, Whitfield, Simpson, Cotton and Bickford.
Club 11: Ferguson, Hynes, Potouloff, Hooper, Punchedon, Krievsky, Tavlin, Farrow, Reid, Jackson, Smith.

VARSITY BASKETBALL.

INTER-HOSTEL LEAGUE.

The Inter-Hostel Basketball League, which should have commenced last term, will start on Monday, when Eliot Hall will meet May Hall at the Football Ground at 6.30 p.m. Referee: Mr. S. O. Leung.

On October 8, Eliot Hall will play St. John's Hall. Referee: Mr. K. C. Chow.

On October 8, St. John's Hall will meet May Hall. Referee: Mr. Kwok Mok Hui.

HOME FOOTBALL.

THIRD DIVISION MATCH.

London, Sept. 24.
Playing in the Third Division (South) of the English League to-day Bradford, on their own ground, defeated Reading by three goals to nil.

THE MOON FESTIVAL.

TO-DAY'S OBSERVANCE BY THE CHINESE.

LEGENDS AND SUPERSTITIONS.

To-day is the Festival of the Moon, or the Mid-Autumn Festival, which has been observed annually by the Chinese from time immemorial. According to the Lunar Calendar, to-day is the 15th day of the 8th Moon.

To-night, so the Chinese believe, the moon will shine her brightest and flood the world with her most soothing beams. Both young and old will enjoy themselves out in the open, strolling, talking, singing, telling stories, swimming, eating, or simply sitting down gazing at the lovely moon. Many women will offer sacrifice (in the form of moon-cakes, fruits, nuts, etc.) to the Goddess of the moon. Incense and joss-sticks will be burnt, crackers will be fired, and children will go about holding lanterns of various shapes and hues, which are a feature of the festival.

Moon Legends.
Chinese legends relating to the Moon are numerous. One tells us that once upon a time a woman of surpassing beauty named Chang Ngo, ran away from her husband, and took refuge in the Moon where she dwelt (and is still dwelling) at the ground Crystal Palace. The angry husband, an archer of fame, shot at the Moon, but whether the arrows struck or missed the target, the story does not say. Another relates the experience of an Emperor in the Tang Dynasty, who is said to have paid a visit to the Moon.

Queer Explanations.
Superstitious folk offer queer explanations of the dark spots seen on the surface of the Moon. Some say that they are the figures of a laurel tree and an old man who is cutting it down with an axe. Others think that there is a great cloud on the Moon while others are of the opinion that a rabbit causes the dark spots.
It is interesting to note that last year, at this time, Marshal Chiang Kai Shek was waging war against Marshal Yen Hsi Shao, who then occupied Peking (how Peiping). The former confidently declared that he would be able to enjoy the Moon Festival and taste moon-cakes at Peking, and he actually did so!

AMERICAN BASEBALL.

LATEST RESULTS.

New York, Sept. 25.
Results of the major American Baseball league matches played to-day were as follows:
National League.
Pittsburgh 1 Philadelphia 6.
American League.
Cleveland 6 Detroit 4.
Philadelphia 9 Boston 4.

ON THE "RIALTO."

FIRMER TONE IN THE MARKET.

Despite a sudden drop in stocks on Thursday afternoon, the local share market opened with a distinctly firmer tone yesterday and throughout the day the rates in practically every direction were maintained and in some cases improved.

Inquiries revealed the fact that there were quite a lot of buyers of forward shares and the confidence in the future of practically every stock was well maintained.

The drop on Thursday is attributed to the imminence of the Settlement which falls due on Monday and which is extremely heavy. Liquidation before the settlement had the effect of weakening the market on Thursday afternoon. Yesterday's business, however, was extremely re-assuring.

HEALTH IN EASTERN PORTS.

The following health bulletin of eastern ports, for the week ended September 19, has been issued.

Place	Cases	Deaths
Alexandria	0	1
Bassora	1	1
Moulmein	0	2
Rangoon	9	1
Colombo	1	1
Cholera		
Basrah	91	48
Bombay	3	1
Prom-Pen	1	1
Greater Shanghai	5	0
Shanghai	38	9
Small-pox		
Bombay	2	0
Vizagapatam	1	1
Sourabaya	2	0
Shanghai	0	1



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SWATOW & SHANGHAI	"CHUNGKING"	On 27th Sept.	7 a.m.
AMOI, SWATOW, HOIHOW & SINGAPORE	"ANHUI"	On 27th Sept.	9 a.m.
SWATOW, SHANGHAI & TIENTSIN	"SUNNING"	On 27th Sept.	Noon
SWATOW & BANGKOK	"KWANGHONG"	On 27th Sept.	Noon
NEWCHOW	"NANOHANG"	On 28th Sept.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SINKIANG"	On 29th Sept.	Noon
FOOCHOW, SHANGHAI, NEWCHOW & DALNY	"LINAN"	On 30th Sept.	5 p.m.
AMOI & SHANGHAI	"TSINAN"	On 30th Sept.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SZECHUEN"	On 1st Oct.	Noon
S'HAL, NEWCHOW & DALNY	"OHENAN"	On 5th Oct.	5 p.m.
SWATOW, SHANGHAI & TIENTSIN	"SOOCHOW"	On 6th Oct.	Noon
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 8th Oct.	Noon
AMOI & SHANGHAI	"TAIYUAN"	On 7th Oct.	5 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KIUNGCHOW"	On 9th Oct.	3 p.m.
SWATOW, FOOCHOW, WEIHAIWEI, CHEFOO & TIENTSIN	"KUBICHOW"	On 20th Oct.	Noon

* Loads at Dangerous Goods Anchorage (Stonewaters).

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STEAMER	Due Hong Kong	Leave Hong Kong	Leave Manila	Due Sydney
CHANGTE	9th Oct.	9th Oct.	23rd Oct.	8th Nov.
TAIPING	11th Nov.	17th Nov.	31st Nov.	6th Dec.
CHANGTE	11th Dec.	18th Dec.	31st Dec.	6th Jan.
TAIPING	8th Jan.	15th Jan.	18th Jan.	3rd Feb.

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M.S. "Danmark"	29th Sept. 1931	2nd Oct. 1931
M.S. "Java"	29th Oct. "	29th Oct. "
M.S. "Malaya"	29th Nov. "	28th Nov. "
M.S. "Africa"	29th Dec. "	28th Dec. "
M.S. "Annam"	30th Dec. "	30th Jan. 1932
M.S. "Danmark"	25th Jan. 1932	25th Feb. "
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ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

SEPTEMBER 24, 1931.															SEPTEMBER 25, 1931.														
STATION	Lat. N.	Long. E.	Barometer at Sea Level		Thermometer	Wind	Direction	Force	Sea	Lat. N.	Long. E.	Barometer at Sea Level		Thermometer	Wind	Direction	Force	Sea	Lat. N.	Long. E.	Barometer at Sea Level		Thermometer	Wind	Direction	Force	Sea		
			Inches	Millis.								Inches	Millis.								Inches	Millis.							
Wladivostok	42	130.19	764.8	71	...	SSW	3	b	6	30.10	767.7	62	...	S	2	o	1	...	42	130.19	764.8	71	...	SSW	3	b	6		
Nomuro	31	122.22	767.5	71	...	SW	3	b	5	30.20	767.0	62	...	SW	1	o	1	...	31	122.22	767.5	71	...	SW	3	b	5		
Hakodate	41	140.33	767.5	71	...	SSW	3	b	5	30.20	767.0	62	...	SW	1	o	1	...	41	140.33	767.5	71	...	SSW	3	b	5		
Tokio	35	139.69	767.0	71	...	E	1	...	5	30.18	766.5	62	...	...	...	...	...	...	35	139.69	767.0	71	...	E	1	...	5		
Kochi	34	135.10	764.5	71	...	...	...	...	...	30.00	765.0	62	...	S	1	o	1	...	34	135.10	764.5	71	...	...	...	...	...		
Nagasaki	32	129.60	762.0	71	...	ENE	1	1	...	29.82	767.5	62	...	ENE	2	o	1	...	32	129.60	762.0	71	...	ENE	1	1	...		
Kagoshima	30	129.88	769.0	71	...	NE	1	1	...	29.82	767.5	62	...	ENE	2	o	1	...	30	129.88	769.0	71	...	NE	1	1	...		
Oshima	29	129.85	769.0	71	...	S	1	1	...	29.76	766.0	62	...	SSW	1	o	1	...	29	129.85	769.0	71	...	S	1	1	...		
Naha	28	128.15	768.0	71	...	SE	1	3	...	29.73	765.5	62	...	...	...	...	...	...	28	128.15	768.0	71	...	SE	1	3	...		
Ishigakijima	27	127.45	765.5	71	...	SSW	4	1	...	29.78	765.0	62	...	SSW	4	b	2	...	27	127.45	765.5	71	...	SSW	4	1	...		
Bonin Island	26	126.95	761.5	71	...	E	1	...	5	29.84	760.5	62	...	...	...	...	...	...	26	126.95	761.5	71	...	E	1	...	5		
Chefoo	15	120.02	762.3	78	...	...	2	2	...	29.86	761.0	68	...	...	...	...	...	...	15	120.02	762.3	78	...	...	2	2	...		
Shanghai	14	121.47	765.2	79	...	ENE	4	...	...	29.80	765.8	72	...	ENE	4	b	4	...	14	121.47	765.2	79	...	ENE	4	...	...		
Gutzlaff	...	...	763.2	73	...	ENE	4	...	...	29.77	765.1	73	...	NNE	...	...	...	...	...	...	763.2	73	...	ENE	4	...	...		
Wenchow	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Poochow	...	79.71	754.6	84	...	...	2	...	...	29.78	765.4	60	...	...	...	...	...	...	...	79.71	754.6	84	...	...	2	...	...		
Amoy	...	79.70	734.4	90	...	SW	4	b	5	29.70	765.3	80	...	WSW	6	b	...	...	...	79.70	734.4	90	...	SW	4	b	5		
Swatow	...	...	...	...	...	...	...	...	...	29.73	765.0	81	...	NW	...	...	...	...	...	...	...	...	...	...	...	...	...		
Taihoiku	11	28.73	755.2	77	...	SW	4	r	5	29.74	765.4	76	...	...	...	...	...	...	...	28.73	755.2	77	...	SW	4	r	5		
Taihoiku	...	28.78	766.4	86	...	S	2	o	...	29.78	766.0	74	...	...	...	...	...	...	...	...	28.78	766.4	86	...	S	2	o	...	
Tainan	...	...	...	...	...	...	...	...	...	29.75	765.6	76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Koshun	...	...	...	...	...	...	...	...	...	29.73	765.6	76	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Pescadore	...	...	...	...	...	...	...	...	...	29.74	765.4	79	...	SW	...	...	...	...	...	...	...	...	...	...	...	...	...		
Hong Kong	14	28.73	755.1	91	...	N	3	b	5	29.76	765.8	83	...	E	7	...	...	...	...	28.73	755.1	91	...	N	3	b	5		
Gap Rock	...	28.76	755.9	84	...	NNW	4	...	...	29.76	765.8	84	...	WNW	8	b	...	...	...	...	28.76	755.9	84	...	NNW	4	...	...	
Maaco	...	28.79	756.7	91	...	N	2	bc	...	29.73	765.2	79	...	NNW	6	...	...	...	...	...	28.79	756.7	91	...	N	2	bc	...	
Hoihow	...	...	...	...	...	NE	2	b	6	29.76	755.9	79	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Pratas Island	...	20.74	755.3	88	...	NW	2	b	7	29.82	767.4	61	...	WSW	5	...	...	...	...	...	20.74	755.3	88	...	NW	2	b	7	
Paulina	10	29.79	756.6	90	...	W	2	o	...	29.80	767.0	73	...	NW	4	...	...	...	...	...	29.79	756.6	90	...	W	2	o	...	
Tourane	...	28.80	756.8	86	...	NNW	4	o	...	29.86	768.3	77	...	WSW	6	...	...	...	...	...	28.80	756.8	86	...	NNW	4	o	...	
Cape St. James	...	29.82	757.5	86	...	SW	2	o	...	29.78	766.8	77	...	WSW	6	...	...	...	...	...	29.82	757.5	86	...	SW	2	o	...	
Basco	14	29.72	754.9	86	...	WSW	4	bc	6	29.78	766.8	81	...	WSW	6	...	...	...	...	...	29.72	754.9	86	...	WSW	4	bc	6	
Aparri	...	29.73	755.2	88	...	N	4	o	...	29.73	766.7	77	...	...	...	...	...	...	...	...	29.73	755.2	88	...	N	4	o	...	
Tuguegarao	...	29.70	764.3	91	...	...	0	bc	...	29.77	766.1	76	...	...	...	...	...	...	...	...	29.70	764.3	91	...	...	0	bc	...	
Vigan	...	29.76	765.9	86	...	SSW	4	bc	...	29.76	765.8	77	...	ESE	1	...	...	...	...	...	29.76	765.9	86	...	SSW	4	bc	...	
Manila	...	29.78	765.3	88	...	NE	2	o	...	29.78	766.4	77	...	...	...	...	...	...	...	...	29.78	765.3	88	...	NE	2	o	...	
Legaspi	...	29.76	765.8	91	...	SW	2	bc	...	29.76	765.7	77	...	N	6	...	...	...	...	...	29.76	765.8	91	...	SW	2	bc	...	
Calbayog	...	29.76	755.9	91	...	SE	4	bc	...	29.78	766.8	76	...	...	...	...	...	...	...	...	29.76	755.9	91	...	SE	4	bc	...	
Taloban	...	29.73	765.2	91	...	SE	4	o	...	29.78	766.8	76	...	NW	8	...	...	...	...	...	29.73	765.2	91	...	SE	4	o	...	
Holo	...	29.73	765.2	84	...	SE	4	o	...	29.76	765.8	77	...	...	...	...	...	...	...	...	29.73	765.2	84	...	SE	4	o	...	
Oebu	...	29.74	765.1	91	...	ENE	4	o	...	29.76	765.9	79	...	...	...	...	...	...	...	...	29.74	765.1	91	...	ENE	4	o	...	
Surigao	...	29.74	765.4	88	...	...	0	...	...	29.74	765.6	76	...	E	...	...	...	...	...	...	29.74	765.4	88	...	...	0	...	...	
Saipan	11.00	...	...	...	...	...	0	...	...	29.81	767.2	79	...	...	...	...	...	...	...	...	11.00	...	...	...	...	...	0	...	...
Guam	12.25	29.82	757.3	...	...	NE	2	...	4.32	29.82	757.3	73	...	WSW	...	...	...	...	...	...	12.25	29.82	757.3	...	...	...	...	...	
Yap	11.00	29.78	766.5	...	...	SSW	2	bc	...	...	...	...	...	...	...	...	...	...	...	...	11.00	29.78	766.5	...	...	...	...	...	
Pelaw	...	...	...	...	...	...	...	bc	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...		
Laban	14	29.95	760.7	77	...	W	...	bc	6	29.90	760.4	73	...	...	...	...	...	...	...	...	14	29.95	760.7	77	...	W	...	bc	6

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BOOKINGS NOW OPEN FOR 1932

Empress of Canada	Oct. 10	Oct. 18	Oct. 25	Oct. 31	Oct. 25
Empress of Russia	Oct. 23	Oct. 29	Oct. 31	Nov. 6	Nov. 9
Empress of Japan	Nov. 7	Nov. 10	Nov. 14	Nov. 22	Nov. 22
Empress of Asia	Nov. 20	Nov. 23	Nov. 28	Nov. 28	Dec. 7
Empress of Canada	Dec. 5	Dec. 8	Dec. 10	Dec. 12	Dec. 30

Special Through Fares To Europe
£120-£112-£83-£79

HONG KONG—MANILA

Empress of Canada	Oct. 3	Oct. 4
Empress of Russia	Oct. 15	Oct. 17

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Shipping News Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS.

IMPORTS 11,550 TONS;
THROUGH CARGO
12,500 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

British	H.K.	Port
Imports	1,640	3,140
Exports	723	519
Imports	150	300
Exports	400	—
Imports	500	600
Exports	190	380
Imports	400	—
Exports	150	—
Imports	4,158	5,139
Exports	845	4,624

German Trier, Bremen 545 4,624

Danish Malmoe 2,700 2,700

Japanese Kinjo Maru 1,775 1,971

Sodegaura Maru 1,678 1,871

Chinese Tak Hing 700 800

Autau 3 900

Total 11,550 12,500

ARRIVALS AND DEPARTURES.

The arrivals and departures during the 24 hours ended at 9 a.m. yesterday were:—

British	Arr.	Dep.
German	1	1
Danish	1	1
Japanese	9	4
Chinese	2	1
Norwegian	0	1
Dutch	0	1
Total	15	90

ASIATIC DECK PASSENGERS.

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Hosang (Br.) Calcutta	1,769
Wing Lee (Br.) Fort Bayard	144
Muinam (Danish) Bangkok	138
Tak Hing (Chi.) Autau	87
Total	2,138

SHIPS IN HARBOUR.

The following merchant vessels were in harbour yesterday:—

Wharves—Kowloon: Gaelic Star, Hosang, Kashur, Asama Maru, Empress of Asia, Douglas Larrabee, Haining.

Docks—Kowloon: Limchow, Produce, Fooking, Yei Maru, Tarkoo, Hong, Kheng, Changehow, Yingchow.

Ruys—A17 Anhui, B2 Chak-sang, B3 Kwelyang, B4 Muinam, B10 Belandis, B14 Nanchang, B16 Kwangchow, B16 Tean, B17 Hailward, B18 Sun Kong, B19 Yuen Lee, B20 Kingyuan, B23 Kinjo Maru, B25 Sodegaura Maru, B33 Ryusho Maru, C1 Hellas, C3 Chung Kong, C4 Produce, C5 Tai Lee, C8 Mamiya Maru.

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin—Tamar: North Wall—Scaph, Magnolia, East Wall—Phoenix, Seams, North Arm—Sterling, Sepoy, West Wall (Dock)—Cornflower, No. 2 Buoy—Medway and Submarine.

No. 13 Buoy—Scaph, Foreign—Man of War—French Algot, U.S.S. Pigeon and Submarine.

ANOTHER 60,000-TON LINER.

Consideration will be given to the end of the year to the planning of another trans-Atlantic liner of about 60,000 tons, and with a speed of 26 or 27 knots, for Italian owners. A project with Diesel machinery as well as with turbine drive will be examined.

NO MORE MAL-DE-MER.

NEW TYPE OF PROPELLER.

Can ocean-going liners be cured of propeller vibration? A Canadian inventor says they can, and with the co-operation of a Deptford firm of propeller makers and Canadian National Steamships, Ltd., hopes to prove it. His remedy for this, one of the most potent of the causes of seasickness, is simple, consisting of canalised holes bored in the blades close to the boss or hub of the propeller. Through these holes, he claims, will escape the air which in ordinary propellers collects near the hub, and is the cause of jerking, vibration, rumbling, loss of speed and traction. A special brass, seven-ton propeller of the new design has been fitted to the Canadian National Steamship "Cornwallis," which is a single-screw steamer. The inventor is certain that, at the end of her next Canada-West Indies trip, the "Cornwallis" will report freedom from vibration, a saving in fuel, and, notwithstanding a lessened pitch of blade curve, higher speed.

PASSENGERS.

Arrivals.

The following passengers arrived by the P. & O. s.s. Kashmir:—Mr. E. O. Arnott, Mr. and Mrs. W. Hill and 2 infants, Mr. H. Waller, Mr. and Mrs. J. S. Dick and 4 children, Mr. G. A. Hudson, Miss K. Blackman, Mrs. H. S. Keown, Miss Keown, Master Keown, and infant, Mr. and Mrs. A. C. Ridlington and 2 children, Mr. A. W. Woodlyatt, Mr. and Mrs. A. F. Estall, Mr. S. A. Roberts, Miss M. M. Miller, Miss W. M. Coles, Mr. and Mrs. A. J. Trout and 2 children, F. O. G. B. Mutton, Miss L. C. Malloes, Miss C. McNeven, Mr. and Mrs. W. H. Horwood and child, Miss C. M. Greening, Rev. S. Cheng, Mr. W. C. Scott, Mr. A. H. Finnie, Mr. and Mrs. J. A. Will, Rev. W. C. Bell, Miss E. Galahar, Miss R. Caldwell, Mr. J. A. Whitrow, Miss R. A. Simkins, Miss I. Bunnell, Mr. J. W. Rudd, Lt. A. F. Davy, R.N., Mr. W. A. Morrison, Mr. J. W. Gordon, Miss D. G. Foster, Miss C. E. Wyatt, Capt. H. S. Pellow, Mr. F. J. Corish, Mr. J. Spaulton, Mr. H. S. Bruce, Mr. H. Emerson, Mr. N. H. Franco, Mr. G. S. Hawkins, Mrs. L. Grekoff, Mr. and Mrs. O. L. Gray, Mr. and Mrs. C. H. Wood, Mr. L. Moorman, Mrs. B. Pott, Mr. F. S. Cable, Mr. L. Adler, Mr. S. A. Aljunid, Mr. T. Y. Yu, Mr. A. Gowan, Mr. F. S. Lian, Mr. S. L. Kam Yeong, Mr. Thin Chan, Mr. Gek Soo, Mr. Thean Fatt, Mr. Chin Guan, Mr. Lee Mun Kit, Mr. A. H. Hui, Mr. Boon Lay, Mr. Fan Joe Keat, Mr. Wan San Chong, Mr. Woon Kok Lin, Mr. Soon Tick, Mr. Khun Onn, Mr. Yook Loon, Mr. Kae Siang, Mr. Cheok Mah, Mr. Mea Ann, Mr. Khai Swee, Mr. Tom Shih Heng, Mr. and Mrs. Butler, Mrs. H. Cohen, Miss B. Cohen, Mr. P. Selwyn Clarke, Miss H. Thomas.

CLEARANCES.

September 25.

Gaelic Star, for Shanghai.

Gracious, for Hongkong.

Haining, for Swatow.

Heima Maru, for Dungun.

Hongkong, for Amoy.

Kalyan, for Singapore.

Kiuryo Maru, for Singapore.

Kweiyang, for Bangkok.

Nanchang, for Canton.

Sodegaura Maru, for Keelung.

Sun Kong, for K. C. Wan.

Tai Lee, for Canton.

Tean, for Canton.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND)
MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR

STRAITS, JAVA, BULMA, OCEAN, INDIAN, PERSIAN, GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.
PENINSULAR AND ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"KALYAN"	9,000	26th Sept.	Neon
"KIMZAPOR"	6,700	6th Oct.	Straits, Colombo & Bombay
"MANTUA"	11,000	10th Oct.	Marselles and London
"KASHMIR"	9,400	24th Oct.	Mars, Lyon, & dm. & A. West
"BURDWAN"	8,500	31st Oct.	Mars, Havre, L. dm. & H. dg.
"NALLUR"	16,000	7th Nov.	Bombay, Marselles and London
"KASHGAR"	9,000	21st Nov.	Mars, L. dm. & dm. & A. West
"RAJPUTANA"	17,000	5th Dec.	Marselles and London
"CORFU"	16,000	16th Dec.	do
"SOMALI"	6,800	26th Dec.	Mars, Havre, L. dm. & H. dg.
"RAWALPINDI"	17,000	1932	Bombay, Marselles and London
"KABALA"	9,000	10th Jan.	Mars, L. dm. & dm. & A. West
"CHITRAL"	16,000	30th Jan.	Bombay, Marselles and London

* Cargo only. * Calls Ceylon. * Calls Djibouti.
Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong (about)	Destination
"SIRDEHANA"	8,000	26th Oct.	Singapore, Penang & Calcutta
"TILAWA"	10,000	18th Oct.	do
"SANTHA"	8,000	29th Oct.	do
"TALMA"	10,000	15th Nov.	do

* Calls Bangkok. * Calls Port Swettenham.

S.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong (about)	Destination
"NANKIN"	7,000	2nd Oct.	Marselles, Brest, & Calcutta
"NELLOR"	7,000	21st Oct.	do
"TANDA"	7,000	2nd Dec.	do

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.

Hong Kong to Sydney—10 days.

Frequent connections from Australia with the following:—

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand

Yamaguchi, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and

The P. & O. Branch Services to Singapore via Suez.

The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong (about)	Destination
"NELLOR"	7,000	2nd Oct.	Shanghai, Moji, Kobe, Osaka & Y. Kama
"KIDDERPORE"	8,500	21st Oct.	Shanghai, Moji, Kobe & Osaka
"SANTHA"	8,000	18th Oct.	Amoy, Shih, Moji, Kobe & Osaka
"NALLUR"	16,000	10th Oct.	Shanghai, Moji, Kobe & Yokohama
"KASHGAR"	9,000	17th Oct.	Shanghai, Moji, Kobe & Yokohama
"TALMA"	10,000	29th Oct.	Amoy, Moji, Kobe & Osaka
"MAUNDONIA"	11,000	24th Oct.	Shanghai, Moji, Kobe & Y. Kama
"TANDA"	7,000	6th Nov.	Shanghai, Moji, Kobe, Osaka & Y. Kama
"TAKADA"	7,000	21st Nov.	Amoy, Moji, Kobe & Osaka
"RAJPUTANA"	17,000	7th Nov.	Shanghai, Moji, Kobe & Yokohama
"SIRDEHANA"	8,000	20th Nov.	Amoy, Moji, Kobe & Osaka
"CORFU"	16,000	11st Nov.	Shanghai, Moji, Kobe & Yokohama
"TILAWA"	10,000	18th Dec.	Amoy, Moji, Kobe & Osaka
"RAWALPINDI"	17,000	15th Dec.	Shanghai, Moji, Kobe & Yokohama
"NANKIN"	7,000	2nd Dec.	Shanghai, Moji, Kobe, Osaka & Y. Kama
"KABALA"	9,000	10th Dec.	Shanghai, Moji, Kobe & Y. Kama

* Cargo only.

All dates are approximate and subject to alteration without notice.

All Cables are Shih, Kobe, Osaka, Yokohama, & Y. Kama.

Steamers on London and Australian Lines are noted with reference.

Parcels measuring not more than 6 ft. by 4 ft. will be received by company's Office up to noon on the day previous to sailing.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to:

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